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No. 116 FEBRUARY, 1964

Published first Thursday of the month

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NAVY SHIPS QUICKLY ON THE JOB

Centaur's second diversion

WHEN trouble broke out in Zanzibar and East Africa last month, Royal Navy ships were soon on the scene to protect British lives and property and, when asked by the Kenya, Nyasaland and Uganda Governments to assist in the maintenance of law and order, provided troops and aircraft.

The first ships to arrive off Zanzibar were H.M. ships Owen and Rhyl. Some Britons, mostly women and children, were taken from the island to Mombasa by H.M.S. Rhyl and R.F.A. Hebe.

A company of the Staffordshire Regiment was aboard Rhyl ready to land should British personnel be in danger.

When trouble broke out in Tanganyika H.M.S. Cambrian was sent from Aden to patrol the East African coast, and the aircraft carrier H.M.S. Centaur, which was on her way to the Far East, was signalled to return to Aden, and later with 500 Royal Marine Commandos from No. 45 Commando, followed Cambrian.

On January 25, at the request of President Nyerere of Tanganyika, British Commandos airlifted to Dar-es-Salaam from Centaur amid a diversionary barrage from the carrier and the frigate Rhyl. The Commandos stormed Colito Barracks in Dar-es-Salaam and, after some shooting, between 600 and 700 Askaris fled into the bush. The Commandos then mounted guard in the city to guard strategic points.

In the meantime 800 men of 41 Royal Marine Commando, who had been standing by for overseas duty for some time, were flown to Kenya.

For H.M.S. Centaur the operations off East Africa were just another item in a foreign commission which started when the ship left Portsmouth in December. Families of the company were upset when the carrier had to leave just before Christmas. "Why couldn't the sailing be delayed for just a few days so that the families could spend Christmas together?" was asked by many. Centaur was on her way across the Bay when she had to increase speed to reach the scene where the cruise liner Lakonia was on fire. The carrier's helicopters searched for survivors, and picked up about 50 bodies which were later taken to Gibraltar for burial.

This second alteration to plans emphasises the fact that although our ships may be stretched very thinly

across the oceans of the world, the Royal Navy can be quickly got to places where it is needed.

Royal tour cancelled

IT was announced on February 3 that because of the illness of Queen Elizabeth the Queen Mother, her 30,000-mile tour of New Zealand and Australia has been cancelled.

The Queen Mother was to have joined H.M. Yacht Britannia at Fiji on February 10. The Royal Yacht was at Tahiti on February 1 on her way to Fiji.

SILVER GIFTS FOR H.M.S. HAMPSHIRE

A GIFT which has been subscribed for by Hampshire folk was presented to H.M.S. Hampshire, the guided-missile destroyer, at Portsmouth on February 4.

The gift, a silver replica of the King Alfred statue in Winchester, is the result of an appeal started by the Lord-Lieutenant of the county (Lord Ashburton) in November, 1962. A silver relief map of the county will also be presented to the ship when completed. This too is the gift of the people of Hampshire.

The gift, presented by Lord Ashburton, was accepted by the commanding officer, Capt. R. White, R.N.

Leopard is delayed

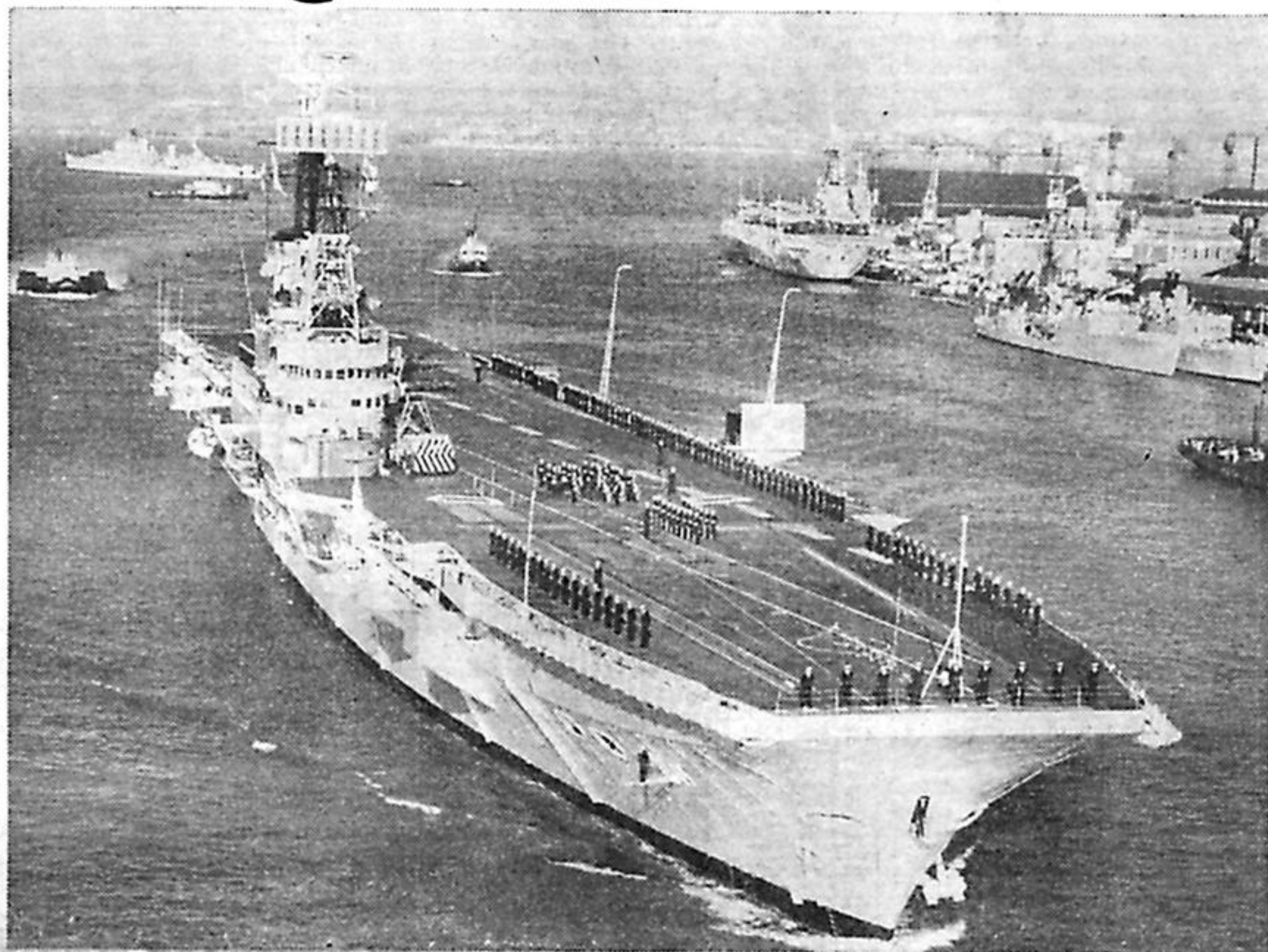
H.M.S. Leopard, the anti-aircraft frigate (2,520 tons, full load), which should have left Portsmouth for the Far East on February 5, developed clutch trouble which will delay her departure for about two weeks.

The frigate returned to Portsmouth last October, six months ahead of her normal date, for repairs after being in collision with the South African minesweeper Pietermaritzburg, 1,040 tons.

MORE PAY

A WHITE Paper is expected to be published on February 6 recommending increased pay for the Navy, Army and Air Force. The White Paper is also expected to announce increases in pensions of those who retire under the new code.

The increase will take account of increases in civilian pay since the last review. It will be remembered that under the Grigg Committee's report, which the Government accepted in 1958, there was to be an automatic review of Service pay every second year.



A recent photograph of the aircraft carrier H.M.S. Centaur (Capt. O. H. M. St. John Steiner, R.N.) leaving Portsmouth harbour. She sailed for the Far East on December 21 and was soon in the news. She was diverted to take part in the rescue of survivors from the cruise liner Lakonia. The carrier's helicopters searched the area and a number of bodies were recovered which were landed at Gibraltar. Then followed the events in Zanzibar, Dar-es-Salaam and Mombasa. In this picture the other carrier is H.M.S. Hermes. The frigates on the right are the Murray and the Wakeful, while astern of Centaur is the cruiser Bermuda.

Helicopter Squadron wins Boyd Trophy

THE naval and marine pilots and observers of the helicopters supporting the British security forces against Indonesian-based terrorists from jungle landing zones in Borneo have been told that their small squadron has received the Fleet Air Arm's premier trophy in recognition of their operations during 1963.

The squadron—846 Naval Air charge of their task in the face of the Squadron—has been awarded the Boyd Trophy, a silver model of a Swordfish aircraft commemorating the work of Admiral Sir Denis Boyd, which is presented annually by the Flag Officer Naval Air Command for the outstanding feat of aviation in the Service.

Formed in the autumn of 1962, the squadron consisting of thirteen officers and fifty ratings with six Whirlwind helicopters joined the aircraft carrier Albion in November of that year and sailed for the Far East. Before it had time to complete a proper work-up the Brunei crisis erupted and on December 15, 1962, the squadron, commanded by Lieut.-Cdr. D. F. Burke, M.B.E., R.N., was landed for duty in Borneo.

FLEW 3,750 SORTIES

A citation issued from the Lee-on-Solent headquarters of the Flag Officer Naval Air Command states that in 1963 in arduous conditions of tropical rain, high temperature and excessive humidity and in spite of an almost complete lack of normal servicing facilities, the squadron flew some 3,750 operational sorties over dense primary jungle. It was operating entirely on its own, usually unsupported by H.M.S. Albion, from primitive shore bases.

The citation continues: "The remarkable achievements of this small squadron were made possible only by the outstanding skill, determination, courage and devotion to duty of all personnel in the squadron. Their fine spirit, enthusiasm and the high professional ability of aircrew and maintenance personnel overcame all obstacles and ensured the success of their operations. The successful dis-

many difficulties was in the best traditions of the Royal Navy."

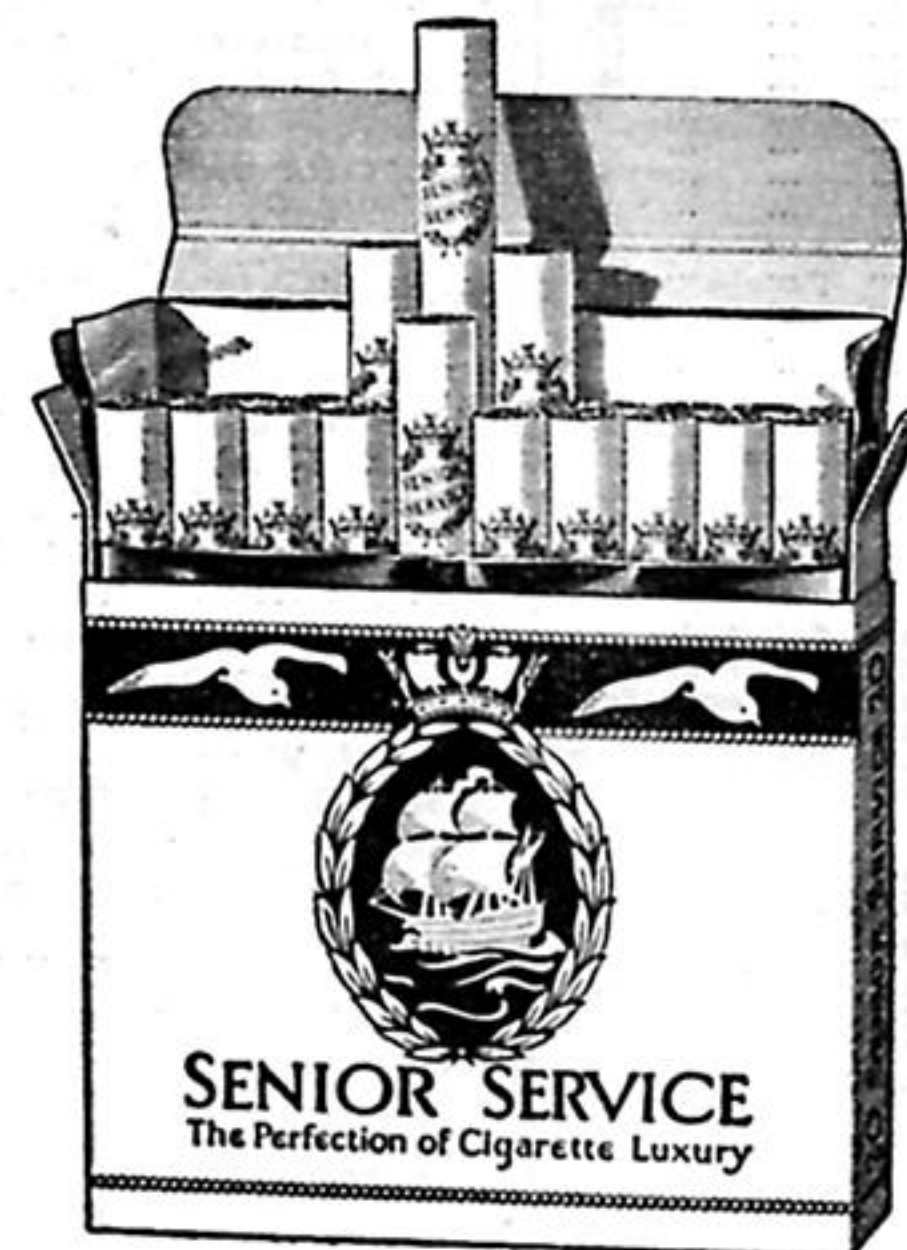
Admiral Sir Denis Boyd, whose name was given to the trophy, which was presented to the Royal Navy by the Fairey Aviation Company, was captain of H.M.S. Illustrious at the time of the famous attack by the Fleet Air Arm on the Italian Fleet at Taranto.

SWIFT RESCUE

FIVE minutes after falling from his ship in the Indian Ocean a Chinese member of the crew of the R.F.A. Wave Sovereign was recovering in the sick bay of H.M.S. Diana thanks to the alertness of A.B. William Davies, who had spotted the bobbing head of Chang Fook in the water a few seconds after he had fallen overboard.

H.M.S. Diana (Cdr. James Startin, R.N.) was stationed in lifeguard station astern of H.M.S. Victorious (Capt. P. M. Compston, R.N.) during refuelling from the Wave Sovereign (Capt. W. R. Town, R.F.A.) when the cry "Man overboard" rang out on the morning of January 23. At once the well-practised drill went into action. The lifebuoys were released by Diana's lifebuoy sentry and the ship swung round at speed in the recovery. As Diana stopped a few yards from the figure in the water, the duty swimmer of the watch (Act. P.O. R. S. Ibbotson) jumped in and took Chang Fook on board.

BRITAIN'S OUTSTANDING CIGARETTE



Navy News

EDITOR

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EDITORIAL

IF Navy cooks, on entering their homes or messes say that the doorways appear to be narrower than usual, and that they cannot get their heads through, their relatives or mess mates should bear with them, for they have every reason to be proud of their recent successes in the International Hotel and Catering Exhibition "Hotelympia."

It is a far cry from the bad old days of "salt beef" and "hard tack," from a "straight rush" and "herrings-in" to mixed grills and chicken Maryland, but food, one of the twin pillars of content (the other pillar is pay), has over the years undergone a transformation unbelievable even to those who served as recently as ten years ago.

TWO-STAR HOTEL STANDARD

Meals today in most ships and establishments provide a choice, quality and quantity which would not disgrace a two-star hotel. In a guided missile destroyer recently, the supply officer remarked: "The only complaint today is from the cooks themselves—the food is so good that the men find difficulty in making up their minds which particular dish they would like—they are all so good, and the service is held up."

"Navy News" congratulates the winners at Hotelympia on their successes, and in doing so, does not forget those officers and instructors who have worked so hard over the years to produce attractively palatable meals, often under difficult conditions with comparatively inadequate equipment.

IMPROVED STATUS

The status of naval cooks over the years has steadily improved. They are now technicians in their own right, and the introduction of the new Caterer branch will further enhance their standing, and with the opportunity to obtain a national recognised civil qualification as a result of the successful completion of their long course for the Caterer branch will put them in a very favourable position when they leave the Service.

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CHANGE IN STUDENT APPRENTICE ENTRY

Written examination may be waived

AN important change in the entry requirements for its "Student Apprentice" Scheme for the Royal Dockyards has been announced by the Admiralty. This year, for the first time, candidates may be granted exemption from the normal Civil Service Commissioners' written entrance examination if they possess G.C.E. (or equivalent) qualifications in specified subjects.

The student apprentice scheme was instituted some years ago to train young men for permanent posts as draughtsmen or technical officers in the four Royal Dockyards—at Portsmouth, Devonport, Chatham, and Rosyth. The apprenticeships provide a full course of practical and theoretical engineering training, normally of five years. Training takes place in the dockyards—each of which has its own technical college. It consists of basic tuition in the building and repair of ships, followed by detailed instruction in the work of one particular branch, i.e., naval construction, marine engineering, electrical engineering or aircraft engineering. Practical training takes place in the dockyard workshops and drawing offices; the theoretical instruction (two days a week) is held in the dockyard colleges.

CADETSHIPS

Students who achieve a high standard in their fourth year qualifying examination may be considered for

"cadetships." Those selected will receive training to honours degree standard in electrical or mechanical engineering, or may enter the Royal Corps of Naval Constructors.

The majority of student apprentices who successfully complete the five-year course serve initially as draughtsmen and as technical officers, Grade III, in order to obtain experience of both drawing office and practical work before being promoted above the basic grade. All are eligible for promotion without further written examination and may choose whether to make their careers in the drawing office (salary range, £1,064 to £2,196) or as technical officers (salary range, £1,059 to £1,872).

The closing date for the receipt of applications for this year's open competition for student apprenticeships is February 13. Candidates must be at least 16 and under 18 on September 1, 1964. The written examination will be held on April 16 and 17 in a number of

(Continued in column 4)

Training Centre opened for Navy in Malaya

A NEW Naval Training Centre, nearly 4,500 feet up in the Malayan Hills, at Frasers Hill, about 300 miles north of Singapore, was opened on December 7 by Vice-Admiral Sir Desmond Dreyer, K.C.B., C.B.E., D.S.C., Flag Officer Commanding-in-Chief, Far East Fleet. The Centre occupies buildings which before the war were used by the Selangor Club and post-war by the R.A.F. For the past 18 months, however, they have been derelict and needed a great deal of work by working parties from H.M.S. Hartland Point before they could be made habitable.

The centre will be welcomed by ships' companies after the heat and humidity of Singapore Dockyard. At Frasers Hill the temperature at night drops so much that log fires and blankets are a necessity.

The work in preparing the centre for use by the Far East Fleet is marked by naming one of the bungalows "Stewart House" after Capt.

(Continued from column 3)

centres throughout the country. Candidates who possess G.C.E. passes in English language, mathematics and physics, or physics-with-chemistry, however, may obtain exemption from the written examination. Those who attain the qualifying standard will then attend an interview. All successful candidates must pass a medical examination.

Full details of this year's open competition, and the various centres where it is to be held, may be obtained from the Civil Service Commission, 23 Savile Row, London, S.W.1.

P. W. Stewart, R.N., (Commanding Officer of H.M.S. Hartland Point).

Olde English pub in Singapore

SIR.—As president of the Chief Petty Officers' Mess, H.M.S. Terror, I would like to bring to the attention of your readers the fact that we are shortly to open a new bar in the Mess. It is intended that the decor of this bar will resemble that of "Ye Olde English Pub."

As many of your readers will be aware, this Mess is used at some time or another by most chief petty officers serving in the Far East Fleet. Any help from your readers in the way of items for decoration of this new bar, e.g., horse brasses, lanterns, hunting horns, suitable pictures, etc., would be most welcome. Any postage incurred would be gladly refunded. — Yours, etc., MESS PRESIDENT, H.M.S. Terror, c/o G.P.O., London.

DRAFTING FORECAST—YOUR NEXT SHIP

- Notes (i) The term U.K. Base Port means the port at which a ship may normally be expected to give leave and refit. Portsmouth (C) indicates ships administered by Portsmouth but which will normally refit and/or give leave at Chatham.
- (ii) As ratings are normally detailed for overseas service about four months ahead of commissioning date, and for home service about two months ahead of commissioning date, this should be borne in mind when preferring requests to volunteer to serve in a particular ship.
- (iii) It is emphasised that the dates and particulars given below are forecasts only and may have to be changed—perhaps at short notice.
- (iv) Ships in which Locally Entered Cooks (S), Cooks (O) or Stewards are to be borne in lieu of U.K. ratings are to be indicated as follows: (A)—All Cooks (S), Cooks (O) and Stewards; (B)—Cooks (S), other than one P.O. Cook (S), all Cooks (O) and all Stewards (C)—Cooks (O) and Stewards only; (D)—Cooks (S) only; (E)—Leading Cook (S) and Stewards only; (F)—Cooks

and Stewards only (S)

H.M.S. Ark Royal (Carrier), recommissions at Devonport on February 4, to count as Port Service until operational date General Service Commission, August, East of Suez/ Home. U.K. Base Port, Devonport.

H.M.S. Ulster (A./S. Frigate), February 10 at Devonport. C. & M. Party to L.R.P. complement.

H.M.S. Scarborough (A./S. Frigate), February 13, at Portsmouth, for trials. Home Sea Service Commission, April 16, 17th Frigate Squadron. U.K. Base Port, Devonport.

H.M.S. Whirlwind (A./S. Frigate), February 13 at Chatham for General Service Commission, West Indies/ Home/West Indies. 8th Frigate Squadron. U.K. Base Port, Portsmouth (C).

H.M.S. Exmouth (A./S. Frigate), February 14, Transfer to Fishery Protection Squadron. Home Sea Service. U.K. Base Port, Rosyth.

H.M.S. Eastbourne (A./S. Frigate), February 18 at Rosyth for Home Sea Service, 17th Frigate Squadron. U.K. Base Port, Devonport.

H.M.S. Dainty (Destroyer), February 27, at Portsmouth for trials. (To Reserve on completion of long refit.)

H.M.S. Grafton (A./S. Frigate), February 27 at Portsmouth. Commission for Home Sea Service, 20th Frigate Squadron. U.K. Base Port, Portsmouth (C).

No. 829 Kent Flight February. Change classification for service, General Service Commission.

H.M.S. Kent (G.M. Destroyer), February. Change classification of service, General Service Commission, Home/East of Suez (15 months). U.K. Base Port, Portsmouth (C).

No. 820 Squadron, March 3, at R.N. Air Station, Culdrose, General Service Commission. For H.M.S. Ark Royal, Wessex.

H.M.S. Bastion (L.C.T.), March 5, at Bahrain, for Foreign Service (Middle East). Amphibious Warfare Squadron (F).

H.M.S. Lincoln (A./D. Frigate), March 6, at Singapore for Foreign Service (Far East), 24th Escort Squadron (A).

H.M.S. Rothesay (A./S. Frigate), March 17 at Portsmouth. General Service Commission, West Indies-Home/West Indies. 8th Frigate Squadron. U.K. Base Port, Portsmouth.

No. 800 Squadron, March 18, at R.N. General Service Commission, Buccaneers.

H.M.S. Caesar (Destroyer), March 18, at Singapore. Foreign Service, Far East, Capt. (D), 26th Escort Squadron until arrival of Euryalus (A).

H.M.S. Russell (A./S. Frigate), March 19 at Rosyth for trials. Commission May 28 for Home Sea Service. S./M. Target Ship. U.K. Base Port under consideration.

H.M.S. Aurora (A./S. Frigate), March 24, at Clydebank, for Home Sea Service, 2nd Frigate Squadron. U.K. Base Port, Portsmouth (C).

H.M.S. Chichester (A./D. Frigate), March 31 at Chatham for trials. General Service Commission, June. Home/East of Suez/Home/East of Suez, 29th Escort Squadron. U.K. Base Port, Portsmouth (C).

H.M.S. Mohawk (G.P. Frigate), March. Change classification of Service, General Service Commission, Home/Middle East (17 months), 9th Frigate Squadron. U.K. Base Port, Portsmouth (C).

H.M.S. Hermes (Carrier), April 1, at Devonport, L.R.P. Complement.

H.M.S. Zulu (G.P. Frigate), April 2, at Glasgow, General Service Commission, Home/Middle East (18 months), 9th Frigate Squadron. U.K. Base Port, Rosyth.

H.M.S. Agincourt (A./D. Conversion), April 7, at Portsmouth. General Service Commission (Phased). Home/ Med. / Home / Med. 27th Escort Squadron. U.K. Base Port, Portsmouth (A).

H.M.S. Galatea (A./S. Frigate), April 9, at Wallsend-on-Tyne. General Service Commission, Home/Med./ Home/Med., 27th Escort Squadron. U.K. Base Port, Portsmouth (A).

H.M.S. Lion (Cruiser), April 16, at Devonport. Home Sea Service. U.K. Base Port, Devonport (C).

H.M.S. Whitby (A./S. Frigate), April 21, at Portsmouth (Phased). Foreign Service from date of sailing. Far East, 26th Escort Squadron.

No. 829 London Flight, April. Change classification of service, General Service Commission.

H.M.S. Kirkliston (C.M.S.), April, at Portsmouth, for Home Sea Service, 1st M./S. Squadron. U.K. Base Port, Rosyth.

H.M.S. London (G.M. Destroyer), April. Change classification of service, General Service Commission, Home/East of Suez, (18 months). U.K. Base Port, Portsmouth.

H.M.S. Loch Killisport (A./S. Frigate), May 1, at Singapore. Foreign Service (Phased). Far East, 26th Frigate Squadron (A).

H.M.S. Redoubt (L.C.T.), May 1, at Bahrain. Foreign Service (Middle East). Amphibious Warfare Squadron (F).

H.M.S. Carysfort (Destroyer), May 14, at Gibraltar. Commission for General Service Commission, Home/ Med. / Home / Med. 27th Escort Squadron. U.K. Base Port, Devonport (A).

H.M.S. Euryalus (A./S. Frigate), May 26, at Greenock, for Home Sea Service. Foreign Service, January, 1965 (tentative date), Captain (D), Far East, 26th Escort Squadron on arrival on station.

H.M.S. Delight (Destroyer), May 28, at Rosyth for trials. (To reserve on completion of long refit.)

H.M.S. Puma (A./A. Frigate), May 28, at Portsmouth for trials. General Service Commission, July 30, Home/ South Atlantic and South America/ Home/S.A. & S.A. 7th Frigate Squadron. U.K. Base Port, Devonport.

H.M.S. Eagle (Carrier), May 28, at Devonport. General Service Commission, Home/East of Suez. U.K. Base Port, Devonport.

H.M.S. Albion (Commando Ship), May at Portsmouth, for Home Sea Service. Foreign Service from date of sailing (Far East). U.K. Base Port, Portsmouth (C).

H.M.S. Dampier (Surveying Ship), June 1, at Singapore. Foreign Service (Far East) (C).

H.M.S. Troubridge (A./S. Frigate), June 12, at Malta for trials. General Service Commission, September 7, Home/Med./Home/Med. 27th Escort Squadron. U.K. Base Port, Portsmouth (C).

H.M.S. Owen (Surveying Ship), June 17, at Devonport for General Service Commission, Home/East of Suez. U.K. Base Port, Devonport.

H.M.S. Plymouth (A./S. Frigate), June 17, at Devonport. General Service Commission (Phased). Home/East of Suez/Home/East of Suez, 29th Escort Squadron. U.K. Base Port, Devonport.

H.M.S. Diana (Destroyer), June 17, at Devonport. General Service Commission (Phased). Home/East of Suez/Home/East of Suez, 29th Escort Squadron. U.K. Base Port, Devonport.

H.M.S. Cambrian (Destroyer), June 17, at Chatham. General Service Commission (Phased). Home/East of Suez/Home/East of Suez, 29th Escort Squadron. U.K. Base Port, Portsmouth.

H.M.S. Anzio (L.S.T.) and No. 1 Assault Squadron, June 19, at Bahrain. Foreign Service (Middle East). Amphibious Warfare Squadron (B).

H.M.S. Messina (L.S.T. and No. 5 Assault Squadron, June 19, at Gibraltar for Foreign Service, Middle East, Amphibious Warfare Squadron (B).

H.M.S. Owen (Surveying Ship), June 17, at Devonport for General Service Commission, Home/East of Suez. U.K. Base Port, Devonport.

H.M.S. Plymouth (A./S. Frigate), June 17, at Devonport. General Service Commission (Phased). Home/East of Suez/Home/East of Suez, 29th Escort Squadron. U.K. Base Port, Devonport.

H.M.S. Diana (Destroyer), June 17, at Devonport. General Service Commission (Phased). Home/East of Suez/Home/East of Suez, 29th Escort Squadron. U.K. Base Port, Devonport.

H.M.S. Cambrian (Destroyer), June 17, at Chatham. General Service Commission (Phased). Home/East of Suez/Home/East of Suez, 29th Escort Squadron. U.K. Base Port, Portsmouth.

H.M.S. Anzio (L.S.T.) and No. 1 Assault Squadron, June 19, at Bahrain. Foreign Service (Middle East). Amphibious Warfare Squadron (B).

H.M.S. Messina (L.S.T. and No. 5 Assault Squadron, June 19, at Gibraltar for Foreign Service, Middle East, Amphibious Warfare Squadron (B).

H.M.S. Duchess (Destroyer), June 19, at Singapore. Recommission (Phased). Foreign Service (Far East), 24th Escort Squadron (A).

H.M.S. Protector (Ice Patrol Ship), June at Portsmouth. General Service Commission, Home/S.A. & S.A. (British Antarctic Territories). U.K. Base Port, Portsmouth.

H.M.S. Blackwood (A./S. Frigate), June, at Rosyth. L.R.P. Complement.

L.C.N. 63, June, at Bahrain. Foreign Service, Middle East. Amphibious Warfare Squadron.

H.M.S. Llandaff (A./D. Frigate), June at Devonport. L.R.P. complement.

H.M.S. Undaunted (A./S. Frigate), L.R.P. complement. Date, service and U.K. Base Port under consideration.

H.M.S. Iveston (C.M.C.), July, at Devonport. Home Sea Service, 1st M/S Squadron. U.K. Base Port, Rosyth.

(Continued on page 14, column 4)

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LETTERS TO THE EDITOR

River gunboat went to borders of Tibet

YANGSTE MAN GOES BACK 60 YEARS

SIR.—In the December issue of "Navy News" there was an account by Mr. Harrow on service on the Yangste River from 1935 to 1938, where he saw a great deal of this great river.

With the crews for the gunboats Britomart and Bramble, I took passage from Spithead in H.M.S. Kent early in January, 1906, transferring to H.M.S. King Alfred at Singapore for Hong Kong, where those two gunboats had been taken out of reserve for work on the Yangtse. Both ships commissioned on March 10 and a week or so later proceeded north calling at Swatow, Amoy, Foochoo and Ning Po. After a week at Shanghai we moved into the river, escorting the admiral's yacht Alacrity to Hankow and Chenglin, at the entrance of the Tung Ting Lake, a distance of 800 miles.

The Lower and Middle Yangtse at that time was one command, Britomart (senior officer, Lieut.-Cdr. N. L. Bamber). Gunboats then were Britomart, Bramble, and later Thistle from England. These were of 710 tons armed with two four-inch QFs., four 12-pounders and six .45 maxims. The shallow-draught gunboat Teal (180 tons), and Snipe and Nightingale (85 tons), also the armed paddle steamer Kinsha, which had been taken over by the Royal Navy at Chung King during the Boar War. While this last-named vessel was in the upper river, she went many miles beyond Chungking. In fact, almost to the borders of Tibet. An old shipmate of mine served in her up there, previous to my time.

MANY RAPIDS

Above Ichang for a number of years were the gunboats Widgeon (180 tons), with Woodcock and Woodlark (150 tons), the former going up from Ichang under her own power—the other two hauled over many of the rapids by Chinese coolies. There were then 36 rapids to negotiate (this I got from the then sailing directions).

During my time on the river we never saw anything of those ships: their half-crews were yearly taken over the mountains from Ichang to Wansien or Chungking. All three went many miles beyond Chungking, another thousand, by all reports.

My ship, Britomart, was constantly on the move from one treaty port to another: from Chinkiang to Hankow and beyond: longest time spent at any place was four days. We always moored at open hawse—one anchor up and the other down river. Our ships were spread over the river and relieved one another frequently.

During my two years we went to Shanghai twice, Wei Hai Wei once (for gunlayers' tests) and on to Hong Kong for docking. This was in 1907. The three larger gunboats had a speed of 13 knots and anchor cables worked by hand: lighting—candle lamps only, though we had a searchlight, there was only one electric lamp in the ship and that was on the switchboard.

During my time China was having its most peaceful years. Visiting its walled cities was always very interesting. In the summer months the heat was almost unbearable with the river in full flood. In winter it was always bitterly cold with ice and snow and a prevailing north-east wind which

found its way right through the ships, as they always lay more or less head westward with ice half an inch thick inside the ships.

The country bordering the river was a sportsman's paradise with deer, geese, duck, teal, widgeon, pheasant, and woodcock.

TEN MILES OF BIRDS

Just before sunset, during the winter, the world was blacked out by flocks of waterfowl, 10 to 15 miles long, on flight to their roosting grounds. There was no fishing, except by the Chinese. The water was always the colour of pea soup.

In winter the river narrowed down to a few hundred yards in places. In summer it was many miles wide.

I remember that in August, 1906, we went to Ichang (over 900 miles). Whilst there we kept dragging anchor and re-mooring every four hours or so, and steering the ship to reduce yaw. Four days were enough for us. So we moved down to Hankow, where, that month, the river was 52 feet higher than it was in the following January.

Our ship's company (82) were very fortunate in keeping clear of disease which had greatly affected crews previously. We lost none and invalided none.

In September, 1906, when we were at Hankow, a great typhoon struck Hong Kong, drowning and killing 30,000 Chinese.

Hankow was some 700 miles in a direct line from Hong Kong. The effect of the typhoon could be felt at Hankow with a very heavy swell running up river, causing the ship to roll and pitch and to take in water over the fore-castle and sides.

END OF A HAPPY COMMISSION

In October, 1907, we went down to Shanghai for a week and back to the river until March, 1908, when all the river gunboats assembled at Woosung for the arrival of H.M.S. Royal Arthur, two going alongside at a time, the change-over of crews was over in about two hours, and then Royal Arthur left for Hong Kong and England, arriving home in early May. This was the end of a very happy commission.

Britomart was a very happy ship, and I still remember my time on China's great river with the greatest of pleasure. One of my dear old messmates who kept in touch with me until his death in Moose Jaw, Canada, two years ago was Reuben Herrod. I last saw him at Hong Kong in March, 1908. He joined the sloop Algerine there from Royal Arthur for service in the North Pacific Station. I still hear from members of his family.

Mr. Harrow mentions the Admiralty official pilot, Mr. Pete Hunt, I well remember him, as I was quartermaster—also Messrs. Ross and Woods. There was some tricky steering on the river especially by the Little Orphan and Cocks Head and Mr. Pete Hunt expected wonders.—Yours, etc., W. G. HOLBROW, Bedford.

Bairns, the joined the Royal Navy in 1910 as a Stoker.

At the funeral the coffin, which was covered by the White Ensign, was borne by Shipmates Craggs, Williams, Jones and Shipmate Chairman Harris. The annual party for the "Bairns" aims to improve every year and this year included in addition to children's branch and club, children in the care of the Peterlee Foster Homes. The fun was as fast and furious. Shipmate John Chapman took over the role of Father Christmas in the unavoidable absence of the branch president, Shipmate N. Hills.

There were lively debates at the annual General Meeting and with more present than for some years, and with contenders for the various offices, there is evidence of a healthy interest in branch affairs.

The fifth annual dinner and dance is to be held on February 22 and the shipmates are confident that it will be another great success.

with Mr. A. Dewhurst on the drums and Mr. A. le-Britton on the guitar, helped considerably to make the evening a pleasant one. Mr. T. Moran delighted the audience with his singing and Mrs. James gave a composition and sketch of her own called "Pembroke Fair." Songs, old and new, made the evening "go" with a real swing, and the members are asking when the next show is to be.

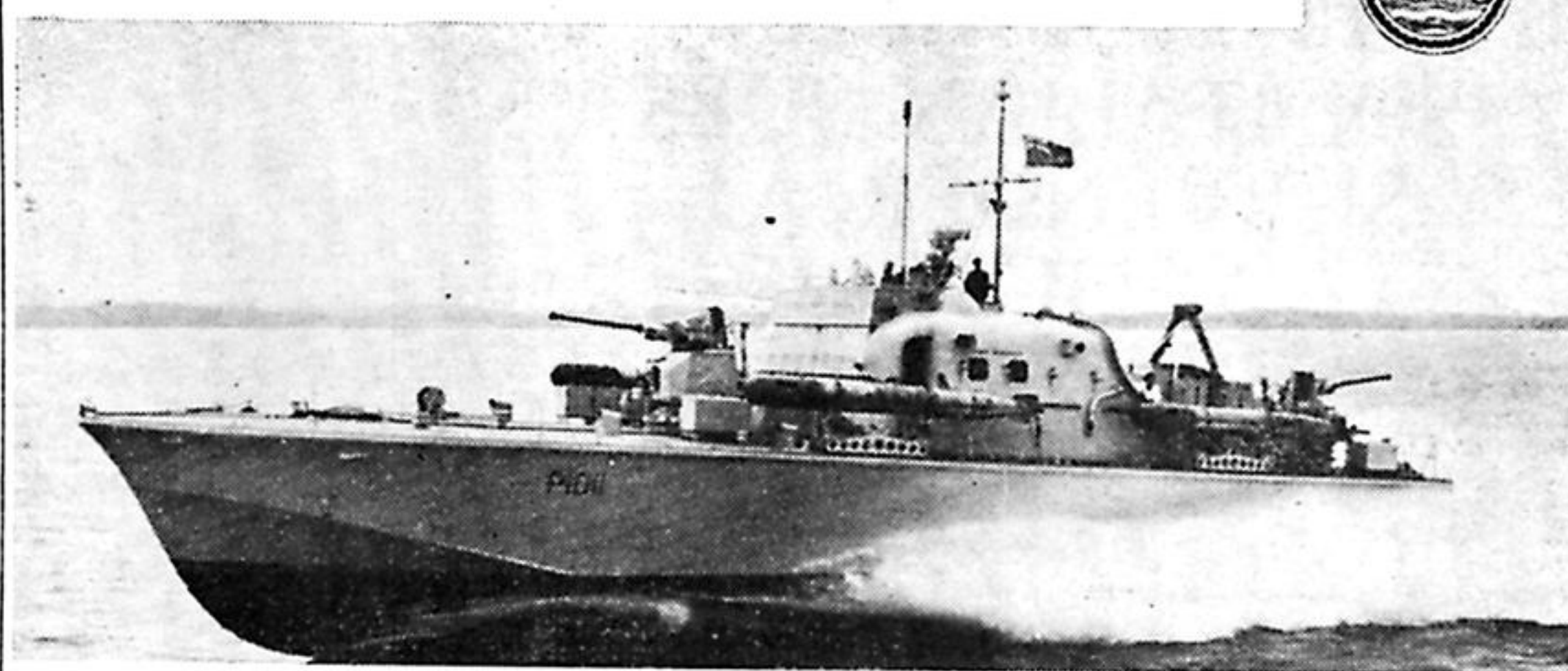
R.N.A. WANTAGE

Shipmate J. N. Thwaite, 44 Foliat Drive, Wantage, was elected secretary of the Wantage Branch of the Royal Naval Association at the recent annual general meeting. Shipmate Capt. H. A. King, C.B.E., D.S.O., R.N., was re-elected chairman, and Shipmate E. King was re-elected as vice-chairman. Shipmates H. J. Anns, T. Barnett and W. Wynd were elected committee members.

SHIPS OF THE ROYAL NAVY

H.M.S. Brave Borderer

No. 99



WHEN H.M.S. Hornet, the Coastal Forces Base at Gosport, was closed down in 1957, it seemed that the Admiralty considered such Forces were not of much value in the post-war Navy, but in 1960 the First Lord of the Admiralty stated that the Royal Navy had not abandoned coastal forces altogether.

Three "Gay" class boats have been used as Fast Target Towing Boats and a number of the "Dark" class boats are held in operational reserve. In addition two Fast Patrol Boats, Brave Borderer and Brave Swordsman have been built by Vospers, of Portsmouth, and after extensive evaluation trials, have proved to be eminently satisfactory.

In 1962 both boats were temporarily attached to the Fishery Protection Squadron.

The "Braves" are described as Convertible Torpedo Gunboats, but in addition to their roles as gunboats or torpedo boats these craft can be employed as minelayers or high speed raiding craft for Commandos.

Displacement is 114 tons (full load), the length being 98 feet (o.a.) and beam 25½ feet. Machinery is three Bristol Marine Proteus 1,250 gas turbine propulsion units and the boats are capable of speeds in excess of 50 knots. Complement is three officers and 17 ratings.

Present Falmouth not the largest

SIR.—On page 7 of the January issue you state that the frigate H.M.S. Falmouth "is the tenth and largest ship to bear the name."

May I point out that this is incorrect, as the eighth H.M.S. Falmouth, the light cruiser built by Beardmore's in 1910 and torpedoed by U.66 and U.63 in 1916 was of 5,250 tons and 430 feet length, the present frigate displacing only 2,600 tons and being only 360 feet in length.—Yours, etc., J. DAVID, Yateley, Surrey.

(Mr. David is quite correct. Reference books also show that the present Falmouth is the 12th to bear the name.)

Admiral Sir Wilbraham Ford, Flag Officer, Malta, when the Second World War started, died, aged 83, on January 16.

SHIPS OF THE ROYAL NAVY

POSTCARD photographs of the following H.M. ships may be obtained from the Editor, "Navy News," R.N. Barracks, Portsmouth, price 6d. each, which includes postage.

Theseus, Bulwark, Ocean, Eagle, Centaur, Glasgow, Kenya, Newcastle, Albion, Ark Royal, Loch Killisport, Diana, Taciturn, Daring, Chevron, Zest, Vanguard, Murray, Cumberland, Scorpion, Liverpool, Apollo, Lynx, Salisbury, Sheffield, Girdle Ness, Maidstone, Newfoundland, Warrior, Britannia, Bermuda, Victorious, Corunna, Alamein, Vigo, Tyne, Jutland, Talent, Palliser, Explorer, Porpoise, Redpole, Gambia, Tiger, Russell, Dainty, Protector, Undine, Defender, Dartington, Carron, Whitby, Eastbourne, Torquay, Mounts Bay, Belfast, Hermes, Armada, Yarmouth, Lion, Hartland Point, Leopard Token, Chichester, Echo, Loch Fada, Tenby, Puma, Blake, Excalibur, Troubridge, Rhyl, Camperdown, Oberon, Cachalot, Blackpool, Berwick, Diamond, Acheron, Layburn, Scarborough, Sea Lion, Falmouth, Ashanti, Broadsword, R.F.A. Tidesurge, Striker, Plymouth, Barrosa, Virago, Llandaff, Nubian, Hampshire, Gurkha, Caprice, Adamant, Eskimo and Duchess.

CANADIANS ORDER THREE 'OBERONS'

THE Canadian Government has ordered three "Oberon" class submarines from Great Britain. At the moment the Royal Canadian Navy has one submarine, a 20-year-old boat, the Grilse, on loan from the United States, but the Sixth Submarine Squadron is based on Halifax, Nova Scotia and the Royal Navy submarines of that squadron are manned, in part, by R.C.N. personnel.

In announcing the order, the First Lord of the Admiralty, Earl Jellicoe, who was visiting Chatham, said that a submarine now under construction in Chatham Dockyard, and which would have been named H.M.S. Onyx, is being made available to the Canadians as a result of the Canadian wish to have an "Oberon" in service at an early date. This boat in question will be launched this month and is scheduled for completion in September next year.

By Canadian request the two follow-on submarines will be built in the same yard for technical and administrative reasons. There will be some design changes to meet specific new requirements, including installation of R.C.N. communications equipment and enlargement of de-icing and air-conditioning equipment systems to meet the wide extremes of climate encountered in Canadian operating areas.

AUSTRALIAN ORDERS

The Australian Government has also declared its intention of ordering two more "Oberon" class submarines in the United Kingdom, provided that satisfactory arrangements for price and delivery can be made.

The "Oberon" class submarine released by the Royal Navy for the Royal Canadian Navy is to be replaced by another "Oberon" submarine to be built by Cammell Lairds of Birkenhead.

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SIX ITALIAN SUBS SURRENDER AT AUGUSTA

[In his previous 15 articles on "Some Temporary Naval Bases and Port Parties, 1939-1945," Capt. Waight, who retired in 1929 and was called up for service at the beginning of the Second World War, told of the build-up of bases at Ardrossan, Port Sudan and Tripoli, at all of which he was Naval Officer-in-Charge. He was appointed Naval Officer-in-Charge, Augusta (Sicily), in July, 1943, and his last article told of the conditions there and of the preparations being made for Operation "Baytown," the assault on the mainland of Italy.]

THE build-up for Operation "Baytown" continued at high speed and the demands on the port services were terrific. With so many ships now using the port, one of the greatest problems, from a personnel point of view, was that of Fleet Mail. At that time the Specialist Officers supplied or recruited from the General Post Office had not taken up their duties. We were fortunate, however, to have available Lieut. Woodward, R.N.V.R. His specific duty was that of "Fire Fighting Officer," but he volunteered to assume the duties of Fleet Mail Officer in addition to his other duties. He realised that the successful distribution of mails to the Fleet was of primary importance. The whole length of the barracks basement was placed at his disposal and he and his unit of fire-fighters made their efforts an outstanding success in addition to fighting fires at night caused by the severe bombing.

With the help of the Royal Engineers, the rehabilitation of the port was proceeding apace. The hard at the northern end of the harbour had been extended to enable six L.C.Ts. to be discharged, and a berth alongside the floating dock was made available for two L.S.Ts. Adjacent to the northern hard, a new eight-inch pipe-line had been run, and seven tankers had discharged 60,000 tons of furnace fuel into the storage tanks, which had been repaired. At this point the water pipe-line had been repaired and an unlimited water supply, sufficient to supply all the needs of the fleet was available. The local post office was rapidly equipped by N.A.A.F.I. and a fleet canteen established.

Bases were established within the harbour for coastal forces and landing craft, and the fleet canteen was made available for their use. The problem of keeping the smaller ships victualled

had to be overcome by the larger ships temporarily acting as parent ships to small groups, supplying them with meat, bread and potatoes. The base staff, was outside this organisation, but the masters of the storeships were extremely good, and helped to keep us fed, but the diet of the port party, in general, was very poor for quite a long time.

CINEMAS ESTABLISHED

A small cinema projector had been obtained and rigged in the base canteen by ratings from H.M.S. Orion, and films, borrowed from ships of the fleet, enabled daily programmes for watch-keepers to be arranged between air raids. A large cinema in the town was being repaired by the Royal Engineers, and this was to be placed at the disposal of the three Services, so from a welfare point of view, much had been done.

The salvage party was successfully



Troops waiting at Catania, Sicily, on September 2, 1943, to board L.S.Is. for the invasion of Italy. (Photo.—Imperial War Museum)

SOME TEMPORARY NAVAL BASES AND PORT PARTIES 1939-1945

by
Capt. H. F. Waight, O.B.E.
R.N. (retd.)

raising the small craft which had been sunk alongside wharves and jetties, while work was commenced on the underwater fittings of the American tanker Esso Providence, which had been bombed on August 24. Temporary repairs only could be carried out.

Augusta was now being used as a convoy assembling port, and in consequence there were few vacant berths within the harbour, and often vessels had to be anchored outside the break-water.

MANY MOVEMENTS

The movements of vessels "In and Out" during August had been: battleships, cruisers and monitors, 31 in, 28 out; destroyers, fleet sweepers L.S.Is., and L.S.Ts., 274 in, 253 out;

L.C.As, L.C.Ms. and motor gunboats 1,164 in, 1,433 out; merchant ships, 83 in, 59 out. From these figures it can be seen at a glance how difficult it was to control the traffic through one gate ship, and to provide water, fuel, and many other services needed for the build-up of Operation "Baytown." Mosquitoes and sandfly were playing havoc with the personnel. During the month 392 ratings had to be discharged to hospital.

Operation "Baytown" had been planned for the night of September 2/3. The landing craft and motor gunboats had been briefed by Admiral McGrigor, and there was an air of subdued excitement. All officers and ratings taking part were in high spirits and full of enthusiasm, shared also by the base personnel. Around Messina, only three miles from Reggio, across the straits, troops were in readiness for the assault immediately after a preliminary bombardment.

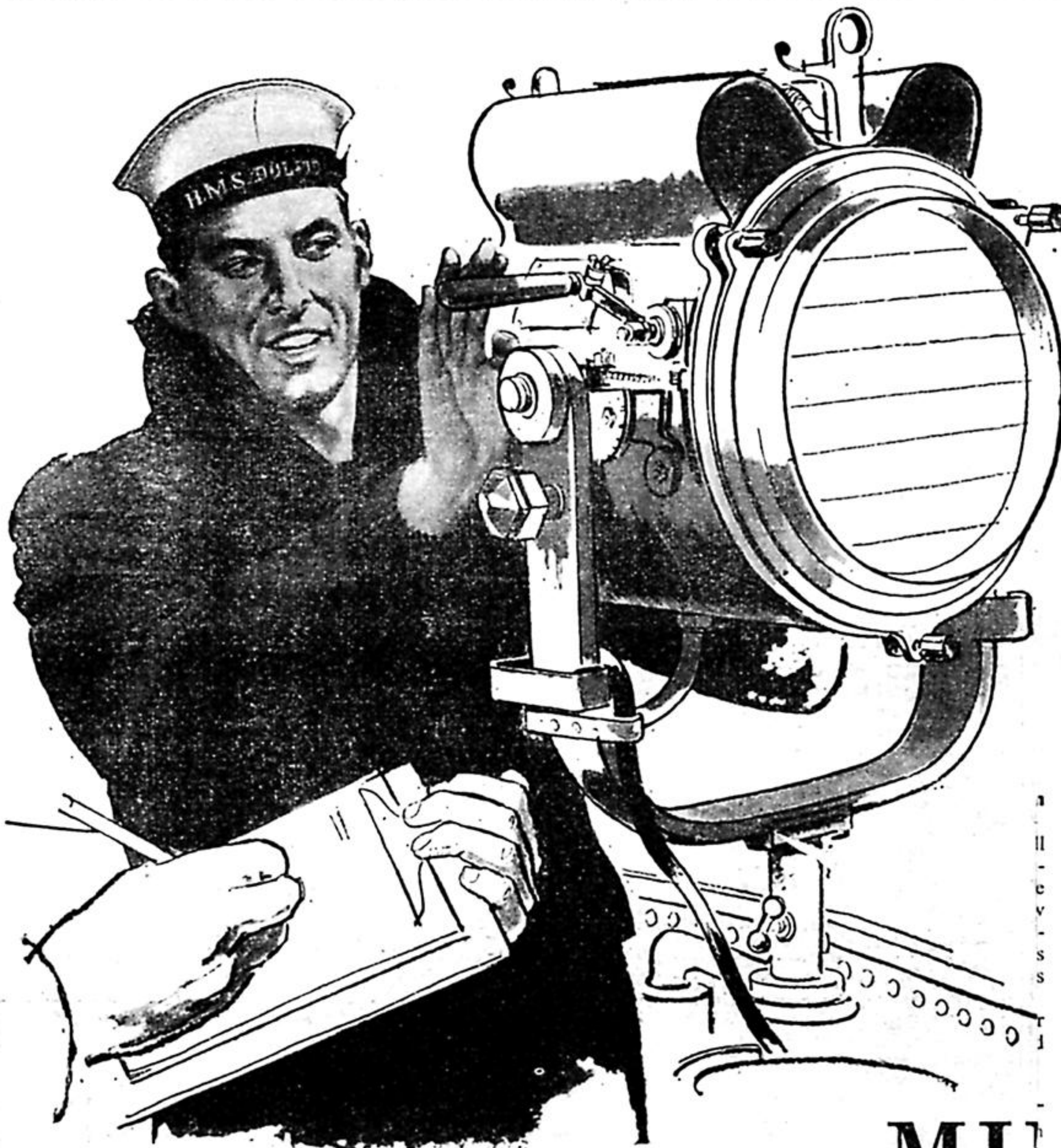
On the evening of September 2, the armada of motor gunboats, coastal motor-boats and landing craft began their movement out of Augusta har-

bour as the sun was setting. It was a glorious night, and these tiny craft, their crews keyed up, ready for battle, produced an inspiring sight, as they proceeded out of harbour, into the gathering darkness of the night. One could feel the spirit of grim determination which prevailed amongst these young officers and ratings. It was certainly a privilege to be British and a fellow-countryman of all those passing on their way, to seek and destroy the enemy, and to clear the way for their gallant comrades of the Eighth Army to land on hostile shores.

LANDINGS ON MAINLAND

At dawn on September 3, the bombardment commenced; the roar of the guns could be heard in Augusta. Much to the surprise of the attacking forces, they met with no resistance. The assault had been a wonderful firework display, promptly followed by the rapid landing of the Eighth Army on the shores of Italy. The landing craft were now in great demand.

(Continued on page 5, column 1)



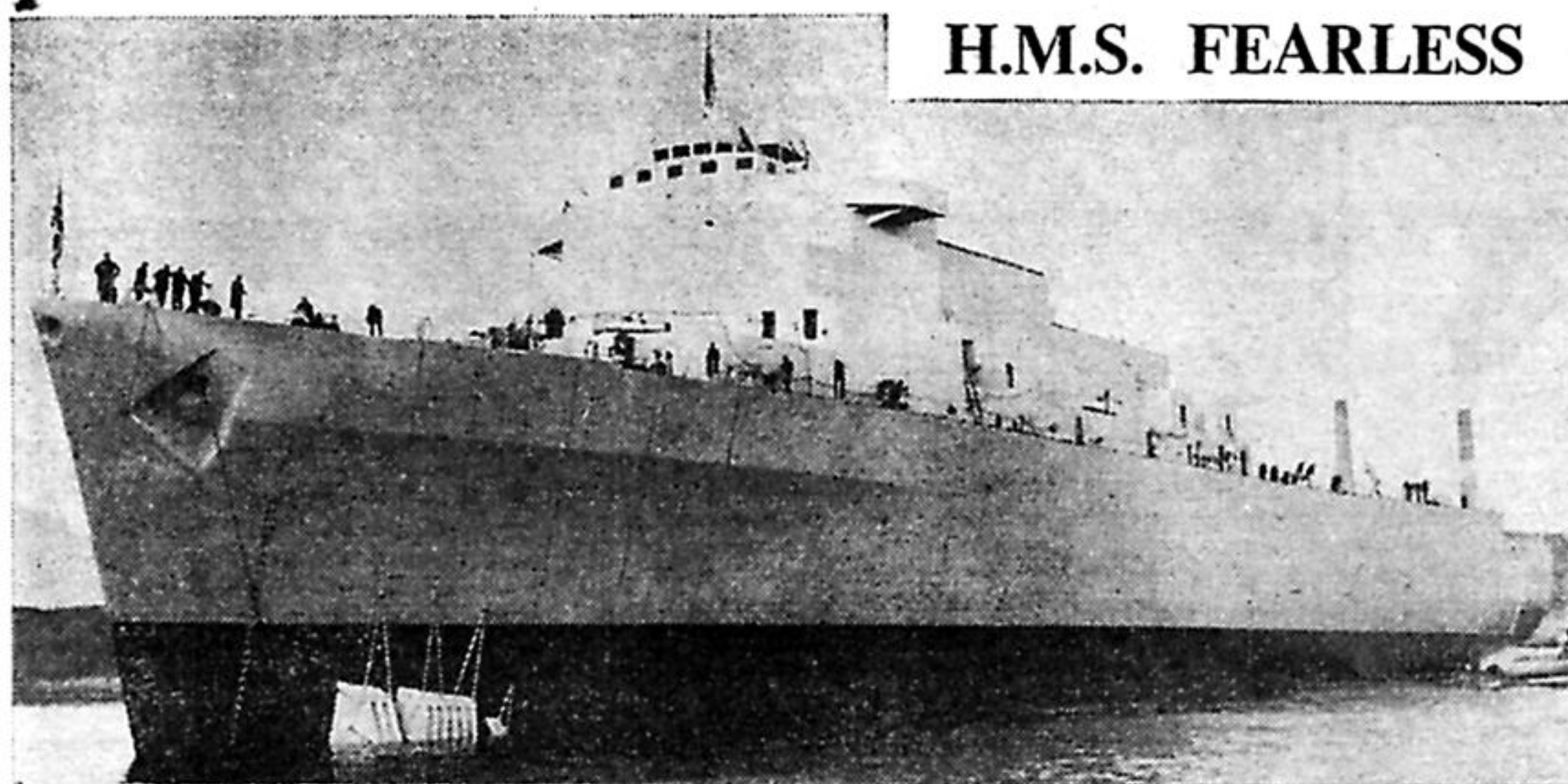
Simple for him

Not so easy for others. Managing money is

H.M.S. Chilcompton (C.M.S.), October, at Bahrain. Foreign Service, Middle East, 9th M/S Squadron (E).
H.M.S. Parapet (L.C.T.), October 16, at Bahrain. Foreign Service Middle East, Amphibious Warfare Squadron (F).
H.M.S. Kemerton (C.M.S.), end October, at Bahrain. Foreign Service, Middle East, 9th M/S Squadron (E).
H.M.S. Hubberston (C.M.S.), October, at Chatham. Local Foreign Service, 6th M/S Squadron (E).
H.M.S. Eskimo (G.P. Frigate), October, at Portsmouth. General Service Commission (Phased), Home/Middle East, 9th Frigate Squadron, U.K. Base Port, Portsmouth (B).
H.M.S. Londonderry (A./S. Frigate), November, at Portsmouth. General Service Commission (Phased), Home/East of Suez/Home/Med, 28th Escort Squadron, U.K. Base Port, Portsmouth.
H.M.S. Cavendish (Destroyer), November, General Service Commis-

January, at Chatham. General Service Commission (Phased), H. Med./Home/East of Suez, Escort Squadron, U.K. Base Portsmouth (C). (A).
H.M.S. Diamond (Destroyer), Jar at Chatham. General Service mission (Phased), Home/ Home/East of Suez, Div. Ldr., Escort Squadron, U.K. Base Portsmouth (C). (A).
H.M.S. Salisbury (A./D. Fri January, at Devonport. Gd Service Commission (Ph Home/Med./Home East of 23rd Escort Squadron, U.K. Port, Devonport (A).
H.M.S. Barrosa (A./D. Conve January, at Singapore, for Fo Service (Phased), Far East, Escort Squadron (A).
H.M.S. Palliser (A./S. Frigate), Jar at Rosyth, for Home Sea Sea Fishery Protection Squa U.K. Base Port, Rosyth. (Tent date.)

H.M.S. FEARLESS



A recently released photograph of H.M.S. Fearless, first of two of a new type of ship for the Royal Navy now being built, taking the water at her launching at the Belfast shipyard of Messrs. Harland & Wolff Ltd., on December 19 after being named by Lady Hull, wife of General Sir Richard Hull, G.C.B., D.S.O., Chief of the Imperial General Staff. Displacement will be about 10,000 tons and the ship is 520 feet in length. It is estimated the cost of Fearless will be between £7,000,000 and £8,000,000, and it is expected that she will come into service with the Royal Navy at the end of 1965. A sister ship, to be named the Intrepid, is now being constructed on the Clyde by John Brown & Co. Ltd.

NAVAL PORT PARTIES

(Continued from page 4, column 5)

and began ferrying personnel, stores, and equipment across the straits from Messina and Catania, working unceasingly day and night. Five thousand vehicles were transported during the first three days. Messina was much nearer the Italian mainland than Augusta, and Admiral McGrigor moved his headquarters there.

It was a very useful port, having quite a number of small docks, but the water supply and electric current had been sabotaged. As the assault extended up the west coast of Italy, there would be a great demand for landing craft. Many had been running hard for several months, and needed docking and repairs. There was only the small floating dock available at Augusta and it became essential that the docks and repair shops at Messina should be brought into operation as quickly as possible. Planning for the assault on Salerno, Operation "Avalanche," was already well advanced and Messina was to become an advanced base for landing craft.

Operation "Avalanche" was timed to commence on the night of September 8, which synchronised with the date (much to the surprise of many) that Italy had agreed to accept the Allies' surrender terms. At the last minute, Italy endeavoured to delay the broadcast, but General Eisenhower intervened, and had the terms broadcast on the evening of September 8, which were received on board the Allied armada, as the vessels approached the beaches of Salerno. The German reaction was immediate, and Rome was soon in a state of siege.

ITALIAN FLEET SURRENDERS

It had been agreed that the Italian Fleet would sail from Spezia, and that they would be intercepted by a British Fleet who would escort them to Malta. Before the interception had taken place, the Italian Fleet was attacked by German aircraft. The battleship Roma was sunk, the Italian Commander-in-Chief losing his life, and the Italia hit but able to proceed. On the morning of September 10, the Italian Fleet was intercepted by H.M.S. Warspite and H.M.S. Valiant,

with a flotilla of destroyers, and safely escorted into Malta. It must have been an impressive experience for all officers and ratings in the escorting ships.

Twice during my period of service in the Royal Navy a vanquished enemy fleet had surrendered on the high seas, to British naval forces, without firing a shot. First the German High Sea Fleet on November 21, 1918, in the reign of King George V, and secondly the main Italian Fleet on September 10, 1943, in the reign of King George VI.

Other Italian ships proceeded to Malta independently to surrender. I little dreamed that it would be my privilege to accept personally the surrender of six Italian submarines at Augusta—a unique experience.

On the afternoon of September 12, an Italian submarine was reported to be approaching the harbour. I assumed that the commanding officer wished to surrender. The coast defence guns were alerted, and a motor launch sent to the harbour entrance, to escort the submarine to an anchorage immediately below the naval offices. I had a strange and difficult duty to perform, which would require tact and courtesy, combined with firmness. I had no copy of the surrender terms in my possession, neither did I have any publication for guidance. I had to depend on the information broadcast by the B.B.C., which had only been received at noon.

HAND-OVER OF SUBMARINE

A senior officer met the commanding officer of the submarine and escorted him to my office, where I had gathered several other senior officers, to witness the proceedings, and to add dignity to the occasion. As he entered my office, we solemnly bowed to each other. I found that he could speak and understand English. He was a lieutenant-commander. The submarine was the Brigidini, and had been at sea 10 days. The crew numbered 68. The terms of the armistice as broadcast were contained in 13 paragraphs. These I read through, mainly to create an impression, returning to the fourth

paragraph, and repeating it with emphasis, and from this paragraph I based my own conditions: 1, the Italian ensign to be lowered; 2, all wireless valves to be removed, and transmitter to be immobilised; 3, breechblocks of guns to be removed, and with all rifles, pistols and any other weapons on board to be brought on shore; 4, torpedoes to be immobilised; 5, accommodation to be provided on board for a British liaison officer.

These terms were accepted and put into force forthwith. The commanding officer had quite a pleasant personality, and was concerned about the food for his crew. This was an awkward problem, as the naval base personnel were still being fed by the Army, and the daily rations left nothing to spare.

The commanding officer took his departure, bowing ceremoniously to all officers present, accompanied by the officer detailed for liaison duties. I heaved a sigh of relief after he had left my office. I felt that the proceedings had been conducted with dignity and respect, and that the prestige of our country, and particularly the Royal Navy, had been upheld.

MORE SURRENDERS

I did not visualise that I would be called upon again to conduct such a ceremony, but the next few days brought more submarines into Augusta to surrender. The procedure carried out on each occasion was the same, but the personalities of the commanding officers varied considerably, some being truculent and opposing the dismantling of guns and W/T. The six submarines of which I had the honour to accept their surrender were: Brigidini, crew of 63; Zoela, crew of 68; Squalo, crew of 59; Vortice, crew of 57; Ormic, crew of 55; and Settembrini, crew of 53, making a total of 355 officers and ratings. On reporting these surrenders to the Commander-in-Chief at Malta, instructions were received to retain the submarines at Augusta until further orders and, as the days passed, quite a big problem arose.

To be continued

Caterers will be Petty Officers or Chiefs (S) AND (V) RATES TO BECOME STORE ACCOUNTANTS

THE modern catering equipment in the new ships which have joined and are to join the Fleet, with dining halls adjoining galleys, all of which has cut out waste and enabled naval cooks to enjoy better working conditions, has shown that the Royal Navy's rating structure needs to be altered to make full advantage of the improvements.

NAVY TO SURVEY NEW VOLCANIC ISLAND AREA

H.M.S. Malcolm, frigate of the R.N. fishery protection squadron with scientists of the Imperial College of Science and Technology embarked, arrived off the new volcanic island off the south-west coast of Iceland on January 2 to start a comprehensive survey of the area.

The volcano, which rises to a height of some 2,000 feet above sea level and is still growing, is located about five miles south of the Westman Islands.

It is hoped that the investigations carried out on board the Malcolm (Cdr. D. B. Morrison, R.N.) will establish a magnetic datum with which the results of future surveys can be compared. It will then be possible to ascertain whether or not thermal adjustments and future volcanic activity make any changes in the general magnetic pattern.

ADDITION TO NORMAL WORK

Information concerning the relationship between the magnetic characteristics of the volcanically active area and the rest of the region will also be gathered by Malcolm which is undertaking the work off Iceland in the course of her normal fishery protection duties in Arctic waters.

When the initial survey is completed, Malcolm is going into Reykjavik to take on board Icelandic scientists who will undertake similar work in the ship.

At present cost control and stock-holding of food is dealt with by Stores (Victualling) ratings who are experts in their field, but have little experience of cooking. Similarly the cooks have no special knowledge of the economics of catering, so to bridge the gap a new Caterer Branch is being introduced on April 1 this year.

The Caterer's main job will be menu planning, cost control, forward ordering of stocks and local purchase of fresh food and tit-bits. The senior cook will still be responsible for detailed administration and organisation of the galley and cooks, and the Stores (Victualling) ratings will still hold and account for the large bulk stocks of food that H.M. Ships must carry.

P.O. AND C.P.O. RATE

Eventually most of the Caterer ratings, who will be Petty Officer and Chief Petty Officer rate, will be drawn from suitable Leading Cooks, although at first transfers of men with the necessary accounting aptitude from the Stores (Victualling) Branch will predominate.

Caterer ratings will undergo a course lasting several months, ending with an examination including a City and Guilds certificate.

Transfer of duties from Stores (Victualling) to Caterer ratings under the new system, plus the standardisation of accounting procedures, also make it possible to combine the Stores (Victualling) Branch and the Stores (S) ratings, who deal with Naval Stores. The Stores Accountant Branch, which will mean more manpower flexibility, will also be formed on April 1.

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Messina harbour from the air showing the hills of the mainland of Italy in the background. (Photo.—Imperial War Museum)

U.S. Navy to get 12 more Polaris Subs this year

DURING 1964 another 12 Polaris missile submarines are to be completed for the U.S. Navy. This will bring the total number in service to 29. A further six will be completed in 1965, five in 1966 and the last in 1967. The complete missile submarine programme calls for 61 vessels.

On February 1, the 77,000-ton (full load) aircraft carrier America entered the water at Newport News, Virginia. Her keel was laid down in January, 1961, and she is due to be completed next year. Unlike the previous super-carrier Enterprise, completed two years ago, the America will not be nuclear-powered.

Another 10 guided-missile destroyers and frigates will also be completed during the year. In all, 104 warships will be building or on order in U.S. shipyards.

FRANCE

The French destroyer Dupetit Thouars, the first to be armed with American Tartar missiles, has recently completed highly successful trials with the missile in American waters. A number of sister ships are to have this missile, but some ships of the class will be equipped with a French missile.

ITALY

Considerable mystery surrounds the Italian cruiser Giuseppe Garibaldi. She

is for what purpose the launchers were designed, anyway, since the cruiser already has American anti-aircraft missiles.

ALBANIA

Reports from sources in Europe recently confirm rumours circulating some time ago that Albania's tiny navy now has three or four Soviet-designed "W" class ocean-going submarines. It is believed that these vessels were seized when Russia broke off her connections with Albania. But how and why the Russians allowed these submarines to be seized in an Albanian port without protest is not known. It may be, of course, that these submarines are in fact Chinese-built, since China has pledged to defend her shipping trading with Albania from any interference. She has some Soviet-designed "W" submarines and to operate them so far from home would certainly cause considerable problems. It may be, therefore, that she has "transferred" them to the Albanians.

INDONESIA

The Indonesian naval air arm is now believed to have about 20 medium bombers equipped with anti-ship missiles of Soviet make. Such missiles would seem extravagant for a country which has little to fear from the tiny navies of her Asiatic neighbours.

NEWS OF OTHER NAVIES BY DESMOND WETTERN

is now equipped with four missile tubes which, according to an Italian naval spokesman in London, are designed to launch Polaris missiles. The spokesman went on to say that he saw no reason why a cruiser could not be used as a prototype for the N.A.T.O. mixed-manned deterrent force, which will have 25 surface ships equipped with Polaris. But a U.S. naval spokesman, also in London, said that the Garibaldi had only fired a "pop-up" missile that was certainly not Polaris. He made it clear that the United States did not consider giving Polaris to Italy. The Italians have so far not been very far advanced in missile design and construction and the making of a missile as complex as Polaris would be difficult for them without help from the U.S. Yet they claim that the launchers in the Garibaldi are of their own design. What has not been made clear

Information wanted

SIR.—Being particularly interested in pre-1914 gunboats and sloops, I would be grateful if you could ask readers of "Navy News" who served in such vessels to get in touch with me.

I am trying to get any background information while some of the "Old Timers" are still alive, and information about service in these ships during or after the First World War. (This does not include service in Flower or Racehorse Class sloops).—Yours etc., **ANTONY PRESTON**, 1 Arundel Gardens, Kensington Park Road, W.11.

Admiral Sir Varyl Begg, Commander-in-Chief, Far East, flew from Singapore on January 20 for consultations with the Defence Minister.



The Long Walk winners enjoying some well-earned refreshment as they are checked in by Sub-Lieut. Densten, R.A.N., the Expedition Training Officer. Left to right: Std. Collinson, Ck(O) Nichols and Sub-Lieut. Owens

H.M.S. MAIDSTONE MEN VISIT CONVOY ASSEMBLY LOCH

Leg-stretching expeditions

"WHERE'S Loch Ewe?" was the question by 95 per cent. of the ship's company of H.M.S. Maidstone at the beginning of December. Loch Lomond, Loch Katrine, the Gareloch and even Loch Eriboll were known, but Loch Ewe was a mystery. There were less than a handful who remembered those war-time days when from two to three hundred ships gathered in the loch before sailing in convoy to Russia.

Maps were examined and the north-west coast of Scotland searched. There it was, a lonely loch with not a town in sight—Aultbea was the nearest dot. The A.A. handbook listed a two-star hotel but nothing more—there was nothing—except the glorious scenery.

The reason for the question was that H.M.S. Maidstone was to visit the Loch after having exercised with H.M.S. Otus, who scored two hits with torpedoes while the depot ship was on passage north from the Gareloch. Gale-force winds kept watchkeepers busy through the night passage, but when Maidstone secured to her buoy after lunch the next day the sun was shining, the sky blue and the air crisp

and clean. A real good Scottish welcome.

BIG HOOK—BIG FISH

A "make and mend" was given the day after arrival and, in excellent weather, there was organised fishing, deer stalking and walking. The fishermen set off at first light in the Naval Depot's M.F.V., equipped with every type of angling gear. The skipper of the M.F.V., certainly knew where the fish were—bait soon becoming unnecessary—a shiny hook was all that was needed—the bigger the hook, the bigger the fish it attracted. Enough cod, codling and haddock was brought back to provide a fish supper for those who fancied one.

The deer stalkers, led by Captain S.M., had a less productive day, but just as interesting. Some less official hunting carried out by the ship's archery club also failed to produce an evening meal.

A six-mile walking race across the hills was very well supported and finally won by the Juniors, ably led by the Senior Engineer.

Before night fell a good proportion of the ship's company had walked and played over this beautiful, if desolate, area, the two hostels in Aultbea offering cups of tea, or something stronger, at very reasonable "out of season" prices. Later in the evening the stronger walkers visited Poolewe, a somewhat long walk from the Admiralty jetty.

THE LONG WALK

While all this was going on a number of men were foot-slogging it to Fort William, some 110-112 miles away. The aim of this expedition race—an interdepartmental one—was to



The M.F.V. skipper catches a nice supper. Not the biggest one caught. Some, even bigger, got away!

try and beat the ship back to Faslane in the Gareloch, and to do this the seven teams of three men had to cover the distance in four days. Competitors had to walk or cycle to Fort William, camping en route, and once there transport carried the walkers back to Faslane while the cyclists kept going for the total distance of nearly 250 miles. The supply department represented by Std. Collinson, Ck(O) Nichols and Sub-Lieut. Owens were the overall winners.

The weather had been grand for Maidstone's trip and many of the ship's company have vowed to travel in the same direction again; this time with their families and tents to sample the fishing, swimming and sailing.



The winning team in the six-mile walk across the hills which surround Loch Ewe. Left to right: Lieut.-Cdr. Hamilton-Price, J.M.(E) Pugden, J.M.(E) Lacey, S.A.(S) Chase and J.M.(E) Bugby



How can I save?

Of course I try to. But my pay's not enough to save anything.

That's what I thought when I was your age until someone showed me the Progressive Savings Scheme. I only had to put aside £3 a month by Naval allotment but when I leave the Service next year I can collect £855.

Sounds too good to be true. Where's the catch?

No catch. And if I had died at any time my wife would have received the whole £855 immediately. You see, it's a Savings Scheme and Life Insurance rolled into one.

Supposing you hadn't signed on for 22 years' service?

When I had done my nine years, as I had paid premiums for 7 years, I could have drawn £234 to help set me up in Civvy Street. Now, after 22 years' service, I shall have the option of taking the £855, or if I don't need the cash immediately, a pension of £172* a year when I retire from civilian work at 65.

*For members of the W.R.N.S. the Pension is £140 a year.

Which will you take?

I'm going for the pension. I'm all lined up for a job already, and with an extra pension to look forward to when I retire and the wife provided for if anything happened to me—well, it's the kind of security we all want.

How do you set about all this?

That's easy. Ask the Provident Life for details of the Progressive Savings Scheme.



Send this coupon to 246 Bishopsgate, London, E.C.2

Please send me details of the Progressive Savings Scheme

Name

Address

N.N. Rating or Rank.....

Age next birthday

Eight months' course fits the Special Duties Officer for wide field of activity

THERE is now, more than ever before, a requirement in the Fleet for the Special Duties Officer. He must be more knowledgeable in a wider field of activities than has hitherto been the case, and, in order to fulfil this requirement, a pre-qualifying course is undertaken by all seamen Special Duties Officer Candidates.

The pre-qualifying course is held at the Special Duties Officers School, now established in the Close Range building at Fraser Gunner Range, Eastney; referred to by the ship's company of Fraser as the Gestapo Headquarters! Whilst it bears no resemblance to a Gestapo Headquarters, and is in fact a tender to H.M.S. Victory, one or two milder forms of torture are endured by the inmates.

The length of the course is approximately eight months. Both academic and vocational subjects, plus outside visits and short courses are concentrated within this period.

Academically the course covers a wide variety of subjects. These include journal and essay writing, mathematics and mechanics; the milder forms of torture previously mentioned. The subjects are intended to make the candidate think logically and to give him clarity of self expression. The standard attained is a little above G.C.E. Ordinary level.

Did No. 1 AFFECT HISTORY?

One of the most popular periods of instruction is the history lectures. The emphasis is on Naval History. The tactics and strategy of Naval Battles which have affected the course of history are ably demonstrated by the First Lieutenant of the School. There is a rumour in the school, that he was given this job because he actually served in all the battles!

Vocational subjects make up a large part of the syllabus. The candidate is given a working knowledge of Q.R. and A.I.s, and other publications applicable to Divisional Officers work. Particular importance is attached in teaching the duties and responsibilities of the "Officer of the Watch," one of the most important jobs the Special Duties Officer will be required to do

Professors from the University of Southampton lecture on politics and current affairs. A wide range of topics are covered with the intention of giving the candidate a broader outlook.

Nine weeks of the course are spent at H.M.S. Dryad, where the candidates are taught navigation and instructed in Action Information Organisation. This period includes a week at sea in H.M.S. Wakeful. In "Wakeful" they are given the opportunity of putting their navigational knowledge to practical use.

BLOOD, SWEAT AND TOIL

Throughout the course there are periods of physical and mental character building. These pleasant excursions include a week "Survival" in the New Forest, one week with the Royal Marines Commando at Lympstone in Devon, and a walking tour of the Black Mountains. Rain, snow, mud or blood never stop play on these test grounds.

Sport and recreation play a large part in the course. Sailing is taught at the Command Seamanship School and the candidates spend a week-end aboard the yacht Marabu. Soccer, rugby and hockey are played with tremendous enthusiasm, as are all other forms of sport. The Staff Officers on the touch line ensure this. Physical training and "American fitness tests" are conducted by the Staff P.T.I. with cruel regularity.

The school is still in its infancy, and an extensive programme is in hand to equip the building with better classrooms and accommodation for the candidates.

In the future, the school will be able to cope with the ever increasing number of prospective S.D. Officers' required by the Fleet.



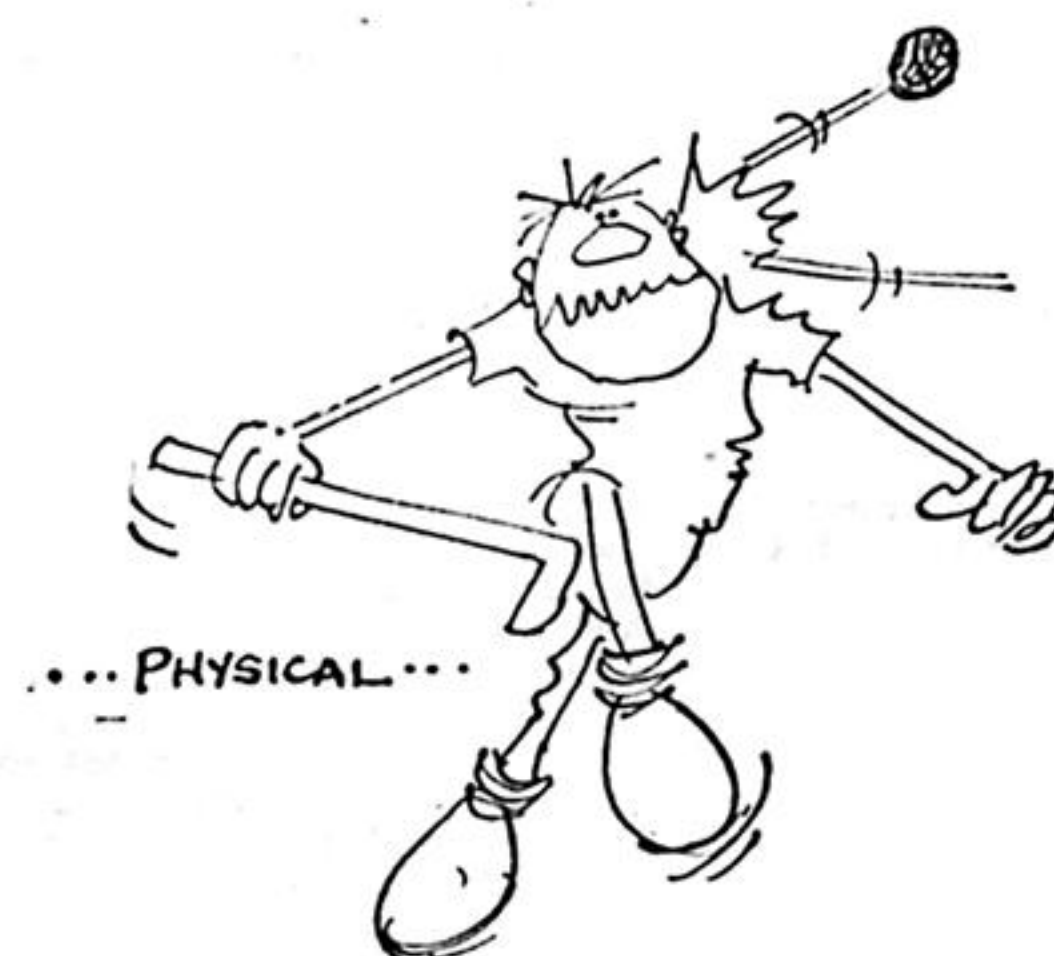
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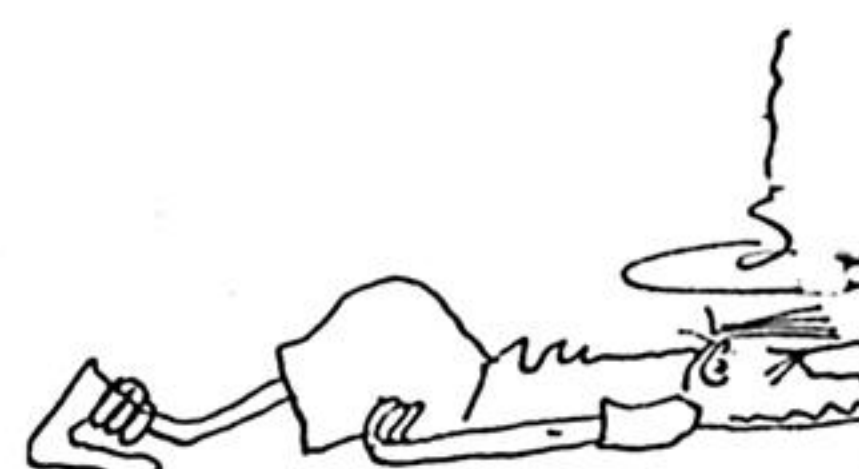
... THROUGH MENTAL ...



... AND ...



... PHYSICAL ...



... PROCESSES ...



... INTO
POTENTIAL
OFFICERS ...

Lynx goes for the sun

H.M.S. LYNX (Capt. P. Austin, R.N.), the "Leopard" class anti-aircraft frigate, 2,520 tons (full load) left Portsmouth on January 13 for a year's "foreign leg" of her general service commission on the Home and South Atlantic and South American Stations. She is leader of the 7th Frigate Squadron, and recommissioned at Chatham on May 30 last year.

Due at Simonstown on February 27, Lynx will call at Gibraltar and at ports in Ghana, Liberia, Sierra Leone and the Cameroons en route.

The frigate's first trip on the station will be a summer cruise along the South American coast.

Families and friends of the ship's company were guests of the ship on Friday, January 10, and many expressed their envy of their menfolk.

The envy was even more pronounced over the following week-end when the South Coast suffered snow, ice and fog.

Sister ships of the Lynx are H.M.S. Jaguar, H.M.S. Leopard, and H.M.S. Puma. These ships are designed primarily for the protection of convoys against aircraft attacks, but they also serve as medium-type destroyers in offensive operations.



First Lord visits Chatham

DURING his visit to the Medway Submarine Command on January 13, during which he announced the order for the yard of three "Oberon" class submarines for the Royal Canadian Navy, the First Lord of the Admiralty, Earl Jellicoe, toured Chatham Dockyard inspecting H.M. ships undergoing conversion and modernisation as well as H.M. Submarine Ocelot, which is about to become operational after construction at Chatham.

The First Lord also looked around H.M.S. Pembroke, the Navy's main shore base at Chatham, which accommodates crews of H.M. ships refitting in the dockyard and also houses the Navy's Supply School, where professional training is carried out.

He also saw the ratings' married quarters estate at Dargents Wood and the projected officers' married quarters site in the old Admiralty House grounds and the existing sub-standard quarters at St. Mary's Gardens.

The First Lord, who was accom-

panied by his naval secretary, Rear-Admiral J. O. C. Hayes, O.B.E., and his private secretary, Mr. T. Cullen,

was met on his arrival by Rear-Admiral I. L. T. Hogg, D.S.C. and Bar, Flag Officer, Medway, and Admiral Superintendent H.M. Dockyard, Chatham, who stayed with the First Lord throughout the visit.

ISLE OF WIGHT MAKES £21

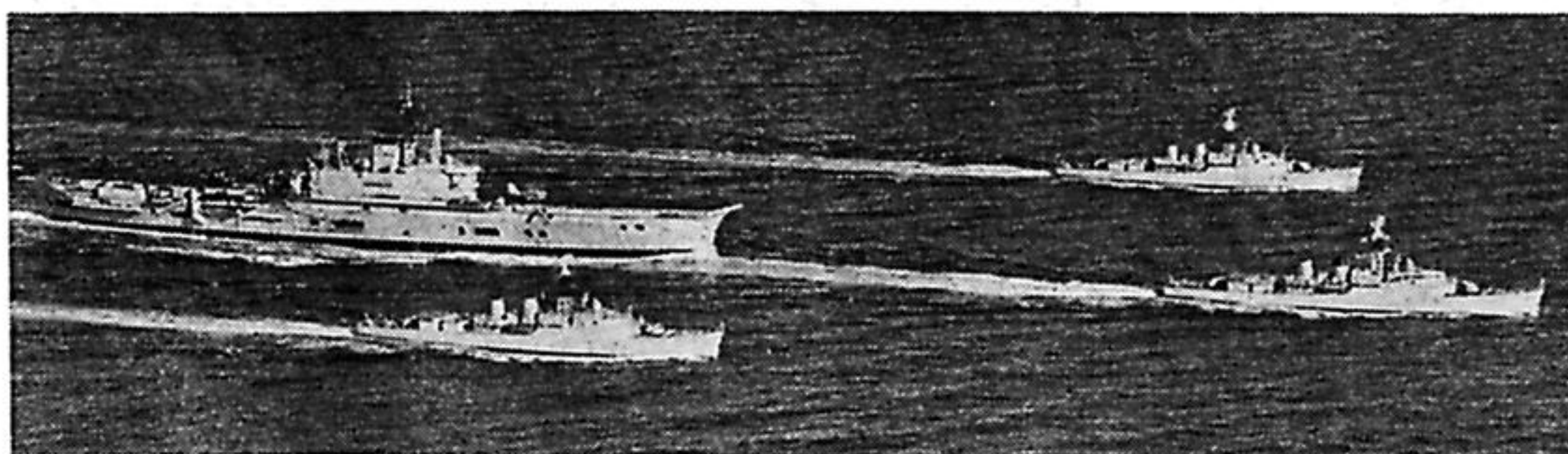
THE Isle of Wight Branch of the Royal Naval Association wishes to express its thanks to all who supported its super summer holiday draw. Those branches which took part will be notified of the winners.

The organisers report that the draw was not as successful as they had hoped, but there was an over-all profit of £21 after paying out prizes totalling £90.

Admiral of the Fleet Earl Mountbatten, Chief of the Defence Staff, began a two-week tour of the Middle and Far East on January 23.

**DOUBLE
DIAMOND
THE BEER
THE MEN
DRINK**





Three of the Royal Navy's latest "Tribal" class (general-purpose) frigates, H.M.S. Ashanti (foreground), H.M.S. Eskimo (background) and H.M.S. Nubian (leading), form a screen for the aircraft carrier H.M.S. Ark Royal during the big CENTO training exercise which recently concluded at Karachi. Units of the United States, Iranian, Pakistan and British Air Forces and Navies took part as well as aircraft from Turkey.

Night strollers in Muscat need to be Wise Virgins

NUBIAN HAS LOGGED OVER 30,000 MILES

SINCE leaving Portsmouth last April, H.M.S. Nubian (Capt. I. W. Jamieson, D.S.C., R.N.), has steamed more than 30,000 miles on the Middle East Station. The October issue of "Navy News" contained details of the ship's visits up to the end of July, and this article takes the story to the end of the year when, after a splendid Christmas in Bombay, the "Tribal" class general-purpose frigate sailed for Cochin.

In early August the ship visited the picturesque and impressive old Arab town of Muscat. Two old fortresses built by the Portuguese in the mid-16th century and which are in an excellent state of preservation are still inhabited—one by the sultan's armed forces and the other by the sultan's prisoners!

The town itself is still run in a medieval and feudal fashion by the sultan. The gates are locked every evening at sunset, no traffic is allowed on the streets after dark and people walking the streets at night are required to carry a lighted lantern. Prior to leaving Muscat, H.M.S. Nubian took to sea relatives of the sultan's family, several officers of the sultan's armed forces, several civilians and H.M. Consul-General, and gave a display of the ship's capabilities. When, however, it came to target practice with small arms, the Arab bodyguards showed that they were indeed crack marksmen!

Shortly afterwards, H.M.S. Nubian visited the busy port of Dubai, where relationships were renewed with the Trucial Oman Scouts. Unlike Muscat, Dubai had little of interest to offer.

A period of patrolling followed,

with the searching of dhows for contraband. One dhow made off as quickly as possible. It was soon overhauled, boarded and the master questioned. He explained that previously he had been able to get away from the slower "Loch" class frigates and was down at heart to find himself caught. It was pointed out to him that, as the "Tribal" class frigates had two funnels, obviously they could travel twice as fast—and that he was not to be evasive in future!

After a short period in Bahrain, the ship sailed for Aden in September and there met up with her sister ship, H.M.S. Eskimo, recently arrived from the United Kingdom. For the next two weeks, both ships, together with H.M. submarine Alliance, took part in many anti-submarine exercises, at the end of which, for a short period, Nubian did plane-guard duties and exercises with the carrier H.M.S. Ark Royal.

CROSSING THE LINE

On completion of this phase, Nubian sailed independently for the Seychelles Islands, and on October 4, on crossing the Equator, King Neptune and his court boarded the ship and proceeded to hold court in the tradi-

tional manner. The ceremony took up several hours of the forenoon and was much enjoyed by the ship's company and the members of the court who had taken great trouble, and no little expense, to dress themselves appropriately, as befitted such an important occasion.

On arriving at the Seychelles Islands, probably the most vivid impression everyone on board received was of the lush background of green trees, bushes, and grass—a pleasant change from the months of rugged and barren drabness of the desert. The lower temperature of about 85 degrees F. was a welcome change from the high temperature experienced during the summer in the Persian Gulf, as also was the rain which fell and which was the first the ship had experienced for 142 days. Hospitality by the local islanders towards the ship's company was lavish.

SAFARI TRIPS

After this pleasant interlude, H.M.S. Nubian sailed for East Africa and arrived in Mombasa in mid-October. There were many safari trips to the Tsavo National Park where all the amateur photographers had "field days." Many of the sailors took leave in near-by leave centres, some to private accommodation, and some managed to get as far as Nairobi, nearly 400 miles away.

H.M.S. Nubian sailed in early November for a return visit to Karachi—to participate in the large CENTO Exercise "Midlink VI." Over 40 ships took part in this annual CENTO exercise. During the exercises three of the "Tribal" class frigates—H.M. Ships Nubian, Ashanti and Eskimo—took part, and at one time all three lay alongside each other in Karachi—the first time that three "Tribals" of this generation had been berthed together.

While in the harbour, H.M.S. Nubian acted almost as depot ship. The crew of H.M. Submarine Andrew were fed on board Nubian and also used the ship's bathrooms, canteen and laundry and, in addition to supplying all British minesweepers with provisions, Nubian acted as a collection and distribution centre for the large stores requirements of H.M.S. Ark Royal and the R.F.A.s. anchored out, and arranged for the supply and return of all local currency required by British ships.

TOO COLD TO SWIM

Towards the end of November, Nubian returned once more to the Persian Gulf and to Bahrain. At that time of the year, the climate is much cooler and allowed a very full sports programme which included an athletics meeting, a cross-country race, soccer and hockey knock-out competitions and a seven-a-side rugby tournament. In addition there were the usual ship's games against other Service sides—but it was almost too cold to swim except for the very hardy.

In mid-December the ship again left the Gulf and arrived at Bombay in time to spend Christmas period. This visit was without doubt a great success both professionally and socially. H.M.S. Nubian was the first "Tribal" class frigate to visit India and great interest was shown by the Indian Navy.

The great kindness and hospitality of the British community in Bombay did much to ensure that as many sailors as possible were entertained over Christmas. All arrangements were planned to the last detail—and apart from the many organised parties there were also private invitations, including many from Indian families. Shortly after Christmas, H.M.S. Nubian sailed south to Cochin for the New Year.

Albion appears 15 times off North Borneo coast

R.A.F. AIRCRAFT DELIVERED

ON December 14, 1962, H.M.S. Albion (Capt. Colin Madden, M.V.O., D.S.C. and Bar, R.N.), arrived off Kuching, Sarawak, having completed a 3,000-mile dash from the middle of the Indian Ocean. Twelve months later, and with the situation in Borneo still extremely tense, Albion was again off Kuching. This time, her 15th appearance off the North Borneo coast, she had arrived to enact the finale of her 12,000-mile journey to Tobruk and back where she embarked a squadron of R.A.F. Whirlwind Mark Xs and some Belvederes to reinforce the Far East Air Force.

However, 225 Whirlwind Squadron is not entirely R.A.F., as serving in the squadron is Lieut. "Ted" Malet-Warden R.N., who, until the middle of the year, served with 846 Squadron in H.M.S. Albion. Any doubt about this "naval presence" became delightfully apparent as the "Xs" formed up over the ship before heading towards Kuching—for there, slowly unfurling as it was lowered by winch from the leading aircraft (and the C.O.s. at that) was the White Ensign. "That is very nice. Thank you," signalled Capt. Madden. The C.O. didn't really know what was going on, but "Ted," who accompanied the C.O., could have provided the explanation—and almost certainly was required to do so!

8,000 SORTIES IN 12 MONTHS

With the Whirlwind Xs ashore it was possible for the Whirlwinds of 846 Squadron and some of the Wessex of 845 Squadron to rejoin Albion. Both squadrons have been based ashore since last August and either one or both of the squadrons have been operating from ashore almost continuously since December, 1962. In the past 12 months the two squadrons have carried out 8,000 operational sorties in the Borneo area.

The outstanding achievements of the squadrons have been recorded in many congratulatory signals and it was gratifying to learn of the award of the Star Negara Brunei to the senior pilots of 845 and 846 Squadrons—Lieut.



Marine A. A. Gibson, of the Royal Marine detachment, on board H.M.S. Albion

Cdr. Digby Lickford and Peter Williams.

Also awarded decorations were Marines Leonard Hayward (now in the United Kingdom) and Austin Gibson, of the ship's Royal Marine detachment who, doing a corporal's job as coxwains of their landing craft, carried out a large number of river patrols during the Brunei emergency.

CAPTAIN VISITS JUNGLE LOCATIONS

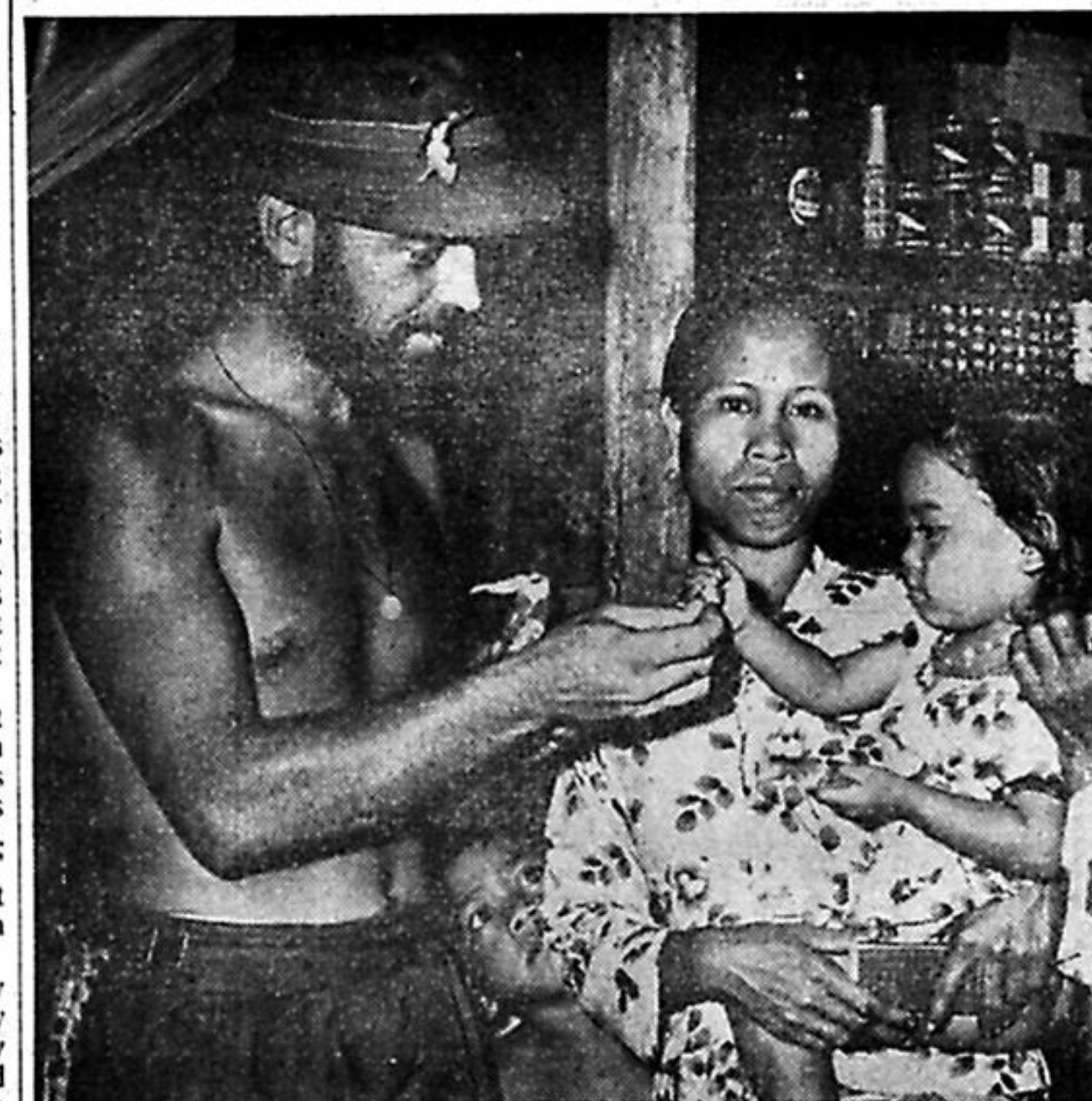
Christmas, 1962, saw the Albion and her squadrons heavily engaged in the Brunei operations. Christmas, 1963, was spent in Hong Kong—the ship made it with two days to spare. Unfortunately operational commitments ashore demanded the retention of part of 845 Squadron—and before sailing from Kuching the Captain visited the various jungle locations from where the naval helicopters are operating, leaving with them suitable Christmas fare.

Of the various Christmas greetings sent from the ship, the most satisfying was that to the Coventry Muscular Dystrophy Group. A further £130 had been raised in a raffle and the go-ahead could be given for the purchase of the third Albion electrically operated chair for use by a handicapped child.

SIXTY-YEAR-OLD SHIP'S BELL USED FOR CHRISTENING

A 60-YEAR-OLD bell, replica of one of the Bow bells, and which was presented to the battleship London in 1904 by the citizens of London, was used for the christening at Portsmouth on board H.M.S. London on January 12 of Christian, son of the executive officer of the guided-missile destroyer and Jonathan, son of Lieut.-Cdr. M. G. U. White, commanding officer of the ship's helicopter flight.

The christening service was conducted by the Chaplain of Portsmouth Dockyard, the Rev. C. Prior, M.A., R.N., and was the first to take place in the new ship.



Nanga Gaat, Sarawak, is a far cry from Forest Gate, London, where C.P.O. John Salisbury comes from. But John is one of the naval ratings who have been in the Sarawak jungle for the past year—its just over 12 months since the Brunei revolt—helping to keep the Royal Naval helicopter squadrons in the air, in the struggle to stamp out terrorism from across the vast Indonesian border. In the picture C.P.O. Salisbury makes a tiny friend at Nanga Gaat, near the Indonesian border—200 miles from the sea

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THE 'DISH' ADOPTS CHILDREN'S WARDS

SINCE recommissioning in Gibraltar in September, 1962, H.M.S. Cavendish (Cdr. D. W. Brown, R.N.) has had varied employment which has taken her from home waters to the Far East and back again for service at home.

She sailed for the Far East in January, 1963, returning to Rosyth, her base port, in July the same year. During her time on the Far East Station she carried out guardship duties in the Maldives Islands, took part in anti-piracy patrols off North Borneo and joined in national and S.E.A.T.O. exercises. Places visited included Tawau, Manila, Hong Kong, Singapore, Cochin and Aden.

When the ship returned from the Far East she carried an assortment of toys bought by the ship's company, and these were presented to two wards of the Royal Hospital for Sick Children in Edinburgh. The ship's company have now adopted these wards and aim to bring back further gifts and presents for the children when the ship returns once more from the Far East. The Scottish National Press christened "The Dish" H.M.S. Toy-ship as a result of this gesture.

The matron and a number of the nursing staff visited the ship at Rosyth and remarked, after seeing the hands preparing for sea, that they no longer considered they were the only hard workers!

Last October H.M.S. Cavendish visited Funchal, in Madeira, where the ship's company was made very welcome indeed. One of the novelties of Madeira was the sledge rides down the hillside. The sledges can take only two or three passengers and run down the narrow roads with two people running behind to guide them. The sight of a car coming in the opposite direction was quite frightening. Popular buys during the three-day visit were dolls in local costume, and wicker baskets. The jetty traders did not have it all their own way, for after experiences in the Suez Canal and in the Far East, everyone was careful to strike a hard bargain.

On November 1 the destroyer joined the 21st Escort Squadron, having completed just under one year in her old squadron, the 25th. Only two days previously Cdr. D. W. Brown, R.N., assumed command, relieving Capt. D. G. Parker, D.S.O., D.S.C., A.F.C., R.N. Cdr. Brown is a specialist in anti-submarine warfare.

H.M.S. Corunna (Cdr. B. K. Shattock, R.N.), the "Battle" class destroyer, recommissioned at Rosyth on February 1.



The modified Rothesay Class frigate, H.M.S. Brighton, built by Yarrow & Co. Ltd., Scotstoun

H.M.S. BRIGHTON RECOMMISSIONS Old ship's company buy guide dog for the blind

WHEN H.M.S. Brighton recommissioned on January 9 in H.M. Dockyard, Chatham, the close links formed between the ship and the town of Brighton were reaffirmed by the presence of the Mayor and Mayoress, Councillor and Mrs. S. Deason. The Town Clerk, Mr. W. O. Dodd, and Mrs. Dodd, were also present.

The new commission is Brighton's second, the ship first commissioning on September 28, 1961. The Flag Officer Medway, Rear-Admiral I. L. T. Hogg, D.S.C. and Bar, inspected the guard and the commissioning service was conducted by the Rev. J. T. Cummin, R.N., Chaplain of the 30th Escort Squadron, of which H.M.S. Brighton is a part.

The ship, which is a modified "Rothesay" class frigate of 2,600 tons, was launched on October 30, 1959, and Lady Reid, who launched the ship, and Admiral Sir Peter Reid, K.C.B.,

C.V.O., were invited to attend the commissioning ceremony, but were unable to attend and sent a telegram of good wishes which was read out at the ceremony. Another telegram of good wishes was received from the Colonel and all ranks of the Royal Sussex Regt., with which the ship is affiliated. The Regiment is at present stationed in Malta, and there should be a good "get-together" when the ship arrives in the Mediterranean later this year.

Many relatives and friends of the ship's company attended the ceremony and, after it was completed, they were able to see round the ship and to enjoy a lunch of roast turkey. The lunch was a fine piece of work by the cooks who had joined the ship only the previous day.

The first commission presented the second with a re-commissioning cake,

which was cut by the Captain (Cdr. A. J. Cooke, R.N.), with the assistance of the Mayor. The ship's company and their families were able to watch this ceremony in the evening, both on B.B.C. and I.T.V. newsreels.

The Mayor of Brighton brought with him 18 potted cyclamen plants as a commissioning present to the ship. These have been distributed around the ship and now each mess has its colourful plant—also its "Gardener of the Mess."

A PLEASING CEREMONY

On the last day of the old commission a very pleasing ceremony took place. The ship's company of the old commission raised the sum of £250 by means of raffles, silver paper collection, donations and the residue from the ship's welfare fund, and this money is being used to pay for a guide dog for the blind.

The cheque was handed to the General Manager of the Guide Dogs for the Blind Association, Lieut.-Cdr. Sir Michael Nall, Bt, R.N., by the Commanding Officer. In thanking the ship's company immediately before it left the ship, Sir Michael briefly described the training of a guide dog and presented a small model of a guide dog to the ship.

'INDONESIAN CHRISTMAS' FOR BARBAIN

FOR many on the Far East Station it was a working Christmas, and for one ship at least there was an unexpected job to be done.

Two days before Christmas the Indian ship Mohammedi, 7,000 tons and bound from Penang to Singapore went aground on the well-known local shipping hazard of Pulau Nipa, south of Singapore and just inside Indonesian territorial waters.

The ship was carrying 135 passengers and appealed for the help of the Navy through the Mogul Line agents in Singapore. Temporary clearance was obtained by the Master of the Mohammedi from local Indonesian authorities allowing British ships to go to his assistance.

H.M.S. Barbain, with the Admiralty

salvage officer embarked, was sailed quickly from Singapore on Christmas Eve and arrived near the casualty at dawn on Christmas Day. Soon after she arrived an Indonesian patrol boat also arrived and questioned the written form of temporary clearance held by the Barbain.

The first lieutenant of Barbain (Lieut. S. R. Tozer, R.N.), went across to the Indonesian ship to discuss the situation and, while being joined by two other Indonesian ships, was politely asked to withdraw to await formal clearance from Jakarta.

Barbain accordingly withdrew to Singapore Roads, but after waiting for several hours without word from the Indonesians was ordered back to the Boom Defence Depot at Loyang for what was left of the Christmas festivities.

Meanwhile the 135 passengers were left on board the stranded ship, although the agents were understood to be making arrangements with the Indonesians to get them off.

Able Seaman's brave action

VICE-Admiral J. P. Scatchard, C.B., D.S.C. and two Bars, the Flag Officer, Second in Command, Far East Fleet, has presented a copy of a Flag Officer Commanding in Chief Far East Fleet's Special Order of the Day to Able Seaman Peter Speck of H.M.S. Victorious's 814 Naval Air Squadron for his action in assisting a helicopter pilot during a recent ditching in the Far East.

Able Seaman Speck was aircrewman in a Wessex which ditched, tail first, under power shortly after take-off. Both the pilot and second pilot were injured, the former sustaining fractured ribs and severe shock. The observer and Able Seaman Speck were uninjured.

The Special Order of the Day stated: "Although Able Seaman Speck had had little aircrew experience and had never ditched before, his conduct throughout the incident was of a very high order. In spite of the fact that the aircraft fell into the sea from a normal hover on a very dark night in an area likely to contain sharks, Able Seaman Speck remained calm and unruffled and, finding that the pilot was injured, he immediately took the necessary action to tend, support and assist him until they were picked up. I am pleased to commend Able Seaman Speck for his calm, courageous and cheerful efficiency in keeping with the high traditions of the Service."

Rear-Admiral P. J. Hill-Norton has been appointed Flag Officer, Second-in-Command, Far East Fleet in succession to Vice-Admiral J. P. Scatchard, C.B., D.S.C., the appointment to take effect in June, 1964. Rear-Admiral Hill-Norton was born in South Africa and entered the Royal Navy as a cadet in 1928, first going to sea as a midshipman in 1932. He is at present serving as Assistant Chief of Naval Staff at the Admiralty.

A 'BRIGHT' DAY



Except for a brief glimpse of each other on the railway station at Bath in February this year, when each man was going to join his ship but in opposite directions, two brothers had not met for four years. They are Leading Patrolman "Jim" Bright (right), who lives at Shepton Mallett, and Leading Seaman "Fred" Bright, who, married, lives in Aylesbury. "Jim," serving in H.M.S. Ark Royal, and "Fred," serving in H.M.S. Eskimo, at last found their ships taking part in the same exercise off Karachi recently, and Eskimo lent "Fred" to Ark Royal for one week to enable the men to get together again at last.

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Albion cuts short her stay in Hong Kong to return to Borneo waters

'GREY GHOST' HAS A GREY SHADOW

WHEN H.M.S. Albion (Capt. C. Madden, C.B.E., M.V.O., D.S.C. and Bar, W.A.D.C., R.N.), arrived in Hong Kong on December 23, 1963, most of her squadron personnel were embarked and there was a quiet confidence that Albion's participation in the Malaysian operations was drawing to its close.

However, with the arrival of 1964, there was rapid intensification of Indonesia's confrontation of Malaysia, and it was not long before Albion received her sailing signal. Cutting short her visit to Hong Kong, the "Old Grey Ghost" appeared a few days later off Tawau, Sabah, the first time she had appeared off the north-east coast of Borneo.

The Whirlwinds of 846 Naval Squad-

ron (Lieut.-Cdr. D. Burke, M.B.E., R.N.), were flown ashore immediately and within hours were acting in support of the security forces hunting down four groups of rebels who had infiltrated across the Indonesian border early in the New Year. In addition, two of the ship's assault landing craft were detached to carry out patrols in the river complexes of Tawau.

Once again 846 Squadron was ashore—once again improvising in primitive



Lieut.-Cdr. David Burke, R.N., commanding officer of 846 Naval Air Squadron, who was awarded the M.B.E. in the recent New Year Honours List, seen at the controls of one of the Whirlwind helicopters of his squadron

surroundings to set up a new squadron base—and yet maintaining its now notorious cheerfulness. The captain flew ashore to wish them all well and Albion headed away from the Tawau area, situated precariously close to Indonesian waters, and made for Sibu, in Sarawak, on the north-west coast of Borneo. A detachment of 845 Squadron (Lieut.-Cdr. G. Sherman, R.N.), had been left ashore when Albion left Borneo for her visit to Hong Kong; now additional Wessex helicopters were launched to increase the strength of the unit.

While off Sibu, Albion met up again with H.M.S. Wilkieston, one of the coastal minesweepers which have carried out patrol after patrol both along the Sarawak coast and into the waters of the almost jungle-hidden rivers.

As Wilkieston returned to her patroling she signalled: "Thank you very much for the stores. It would seem from the frequency with which we have met during the past 13 months that the big grey phantom has a little grey shadow."

During Albion's visit to Hong Kong two children's parties were held on board. One, for 200, was attended by under-privileged children and families of the unofficial Chinese and locally enlisted personnel on board, and the second was for 80 crippled children.

200 BLOOD DONORS

In a mammoth blood-donation session, 200 of the ship's company each gave one pint of blood for use in the colony's Service and civilian hospitals. This donation was very favourably reported upon in the local Press, in which it was recalled that in 1963 the Royal Navy had contributed the impressive total of 3,625 pints of blood to the Hong Kong blood bank.

SUDDEN DEATH OF VICTORY HOUSING SOCIETY MANAGER

(By AYCHARBEE)

THE affection and respect in which Mr. Percy Wilton Fournier was held were marked by the large number who attended his funeral at St. Mark's Church, Portsmouth on January 23. He died suddenly on January 18.

Percy Fournier joined the Royal Navy as a writer in 1912, going to pension in 1934. Called up for the Second World War, he was promoted to commissioned writer officer in 1940. In 1934, he took up employment with the Canteen Committee of the Royal Naval Barracks, Portsmouth, (now the Welfare Committee), and was concerned with the formation of the Victory Housing Society, which now runs two estates, the houses of which are let unfurnished to ratings.

He had been connected with the Society for 30 years, becoming secretary and general manager. A welfare work in which he was extremely interested was the Royal Naval and Royal Marine Children's Home and he was on both the management and house committees. Until 1950, in addition, he was a member of the management committees of the Naval Home Industries, the Services House and the Royal Naval and Royal Marine Maternity Home.

Percy was one of the "old school": a courtly gentleman with old-world courtesy and charm. Indefatigable in his work for others he will be greatly missed.

The Tyne Division R.N.R. to move to shore headquarters

NEXT 'SAMOA DINNER' WILL BE LAST IN CALLIOPE

PLANS are well advanced for the Tyne Division, Royal Naval Reserve's, next Samoa Dinner on March 16 in celebration of the escape of H.M.S. Calliope from the hurricane at Apia Harbour in 1889. This year's dinner is especially significant, since, besides being the 75th anniversary, it is also likely to be the last time it is celebrated on board ship, because H.M.S. Calliope is being transferred to a shore headquarters.

The move to the new headquarters will take place in the not-too-distant future. There is still no firm date, but after many postponements it would appear that the most likely time for the move is mid-autumn. The new headquarters have the advantage in that they are more centrally situated than the present ship, but no one in the Division is really looking forward to serving in a "stone frigate."

It is hoped that members of the Board of Admiralty will attend the Samoa Dinner, along with representatives from the U.S.A., Germany and New Zealand, whose ships were represented on the famous occasion. It is intended to make the night one which will long remain in the memory of those present.

One of the most distinguished officers, Cdr. R. R. Joicey, G.M., V.R.D., R.N.R., has decided to retire, a fact which is regretted by all members of the division. The first lieutenant, Lieut.-Cdr. J. S. Mitalfe, R.N.R., is to succeed Cdr. Joicey as executive officer and has been promoted to Commander. Lieut.-Cdr. A. L. C. Wilkinson, R.N.R., has been appointed first lieutenant.

The sea tender H.M.S. Northumbria went to Chatham in October to undergo refit. When she returns in March there will be some work and practice for officers and sweep deck parties, for one or two modifications will have been made.

RUMOUR UNFOUNDED

There was a rumour in the division that Northumbria might go into reserve and be replaced by another ship most probably an open-bridge ship. Happily the rumour was unfounded and those in the division can rest assured that they will not have to face the biting weather of the North East Coast out in the open, but will be able to view it from the cosy enclosed bridge to which they have been used.

NEW ROYAL BARGE

A CONTRACT for a new Royal Barge, to replace the present boat which has been in service since 1938, has been awarded to Camper and Nicholson Ltd., of Southampton.

The hull of the new barge will be of all-steel construction and will be 41 ft. in length and have a beam of 9 ft. 6 in. A top speed of at least 16 knots will be obtained from her two Foden engines.

The boat is expected to be completed by the end of May this year and will normally be carried on board H.M. Yacht Britannia.

GRADUATES MAY ENTER AS SEAMAN OFFICERS

UNIVERSITY graduates and holders of diplomas in technology can now become seaman officers on the General List of the Royal Navy. Hitherto, entry to this specialisation has been limited to cadets from the Britannia Royal Naval College, Dartmouth.

The new entry scheme offers a career with openings to the highest ranks in the Service. There is an upper age limit of 24 years on September 1 of the year of entry, and successful candidates will join as acting sub-lieutenants. Their training will take about three years of which one and a half will be spent at sea.

Awards for Gallantry

AWARDS to Royal Marine and Royal Naval officers and other ranks have been announced for gallant and distinguished service in the Borneo territories.

The Military Medal goes to Marine (A./L./Cpl.) Douglas John Radford, of Manston, now serving with 41 Commando at Plymouth. While serving with 40 Commando, Royal Marines, in Sarawak, he was in charge of a patrol of five men and a policeman in a school hut, close to the Indonesian border. In the early hours, in particularly dark and misty conditions, his outpost was attacked by about eight men using grenades, shotguns and automatic weapons backed up by a further 30 armed men.

"Although surrounded and in a position difficult to defend," the citation in the *London Gazette* states, "Marine Radford rallied his men, one of whom was wounded. By his coolness and determination he drove the enemy back, inflicted several casualties and prevented his small force from being overrun by superior numbers. Subsequent intelligence revealed that the enemy suffered five casualties, two of whom died."

"By his gallant and distinguished service in the face of an enemy attack in superior numbers Marine Radford set a fine example. It was largely due to the steadiness and confidence of this young non-commissioned officer that the people in the area held the British soldier in such high regard as a fighting man."

"Mentions in Despatches" were also announced for the following: 2/Lieut. (A./Lieut.) James Nigel Best, Royal Marines, of Minehead; Sgt. Dennis Smith, Royal Marines, of Plaistow, Devon, and C./Sgt. Charles Locke, Royal Marines, of Gosport.

The Sultan of Brunei has awarded the Most Blessed Order of Star Negara Brunei to Lieut.-Colonel Robert Bridges, O.B.E., R.M., of Penzance; Lieut.-Cdr. Peter Williams, R.N., of Corstophine; Lieut.-Cdr. Digby John Lickfold, R.N., of Helston and Lieut.-Cdr. John Jeremy Black, M.B.E., R.N., of Farnham.

The Pingat Perhangan (War Medal) has been awarded by the Sultan to Mid. Rupert T. N. Best, R.N., of Bridport; Sgt. Dennis Smith, of Plaistow; Marine A. A. Gibson, of Birmingham, and Marine L. A. Hayward, of Swaythling.



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Third time 'unlucky' MIDNIGHT FIRE IN CRUISER

(BY CDR. J. C. SWAYNE, R.N.)

THE disastrous fire in the Lakonia which caused the loss of so many lives brought back to me, vividly, an experience 45 years ago when one of H.M. ships was in similar trouble.

On a Friday in March, 1919, the light cruiser H.M.S. Calliope was out-bound bound for a commission in the West Indies. We had already made two attempts to leave Portsmouth. At the first attempt a fault in our tele-motor steering gear put us back a day on our sailing date. At the second attempt we were well under way, but had to return owing to a breakdown in one of our main turbines. That trouble put us back a week. At each sailing our fond good-byes had been waved by our relatives and friends from their vantage points along the bastions of old Portsmouth.

At our third attempt we had reached open sea, steaming well into the Bay of Biscay, 130 miles south-west of the Lizard. About midnight the fire alarm sounded throughout the ship. An oil filter had burst in one of our boiler rooms and, the oil becoming ignited, fire soon spread below.

Auxiliary steam to the pump and fire main had been cut off, resulting in hand-to-hand bucket chains, filling from over the side.

A DRIFTING SHIP

Main engines had been stopped and Calliope began drifting, broadside on, to the Atlantic swell, making work on deck difficult, the swing of the boats' davits pulling the crews across the decks at every roll as they prepared the boats for lowering.

The terrific roar of escaping steam

from safety valves rendered it almost impossible to hear any orders made from the bridge.

In a very short time our upper deck became too hot to stand on and began to buckle from the fire area below. The bucket gang were doing their best by slushing from over the ship's side. Our forward magazine had to be flooded; the bulkheads below and adjacent to it had become almost red hot. Distress rockets and flares were being fired continuously from the bridge. Even our wireless failed when most needed.

The masthead lights of a merchant ship could be seen well down on the horizon, but she failed to answer our distress signals.

HEROIC JOB OF WORK

It was not until four in the morning that the fire was, in some measure, under control. At one time there was a danger of the forward boiler bursting, and to avert this danger a heroic piece of work was performed by Chief Stoker King. Somehow he made his way below and opened a main valve, thus removing that danger and assisting materially in extinguishing the flames in his area.

By now the ship had drifted 20 miles. All ventilation and fan trunks had been plugged with wet sacking and blankets of the crew.

Our captain, Capt. W. B. Compton, R.N., said that the whole ship's company, many of them quite young, had carried out orders with great courage. The engine-room personnel did much splendid work during those long and so anxious hours, although they were not able, completely, to prevent the fire reaching deck areas.

Soon a party volunteered to go below to raise enough steam to allow us to proceed—slowly—not for the West Indies, but to shape course to Plymouth.

Our decks were still hot and some smoke was still coming from the fire areas, but towards daylight we were able to hail and signal a passing vessel which, immediately, got in touch by W/T with Devonport.

METAL MELTED

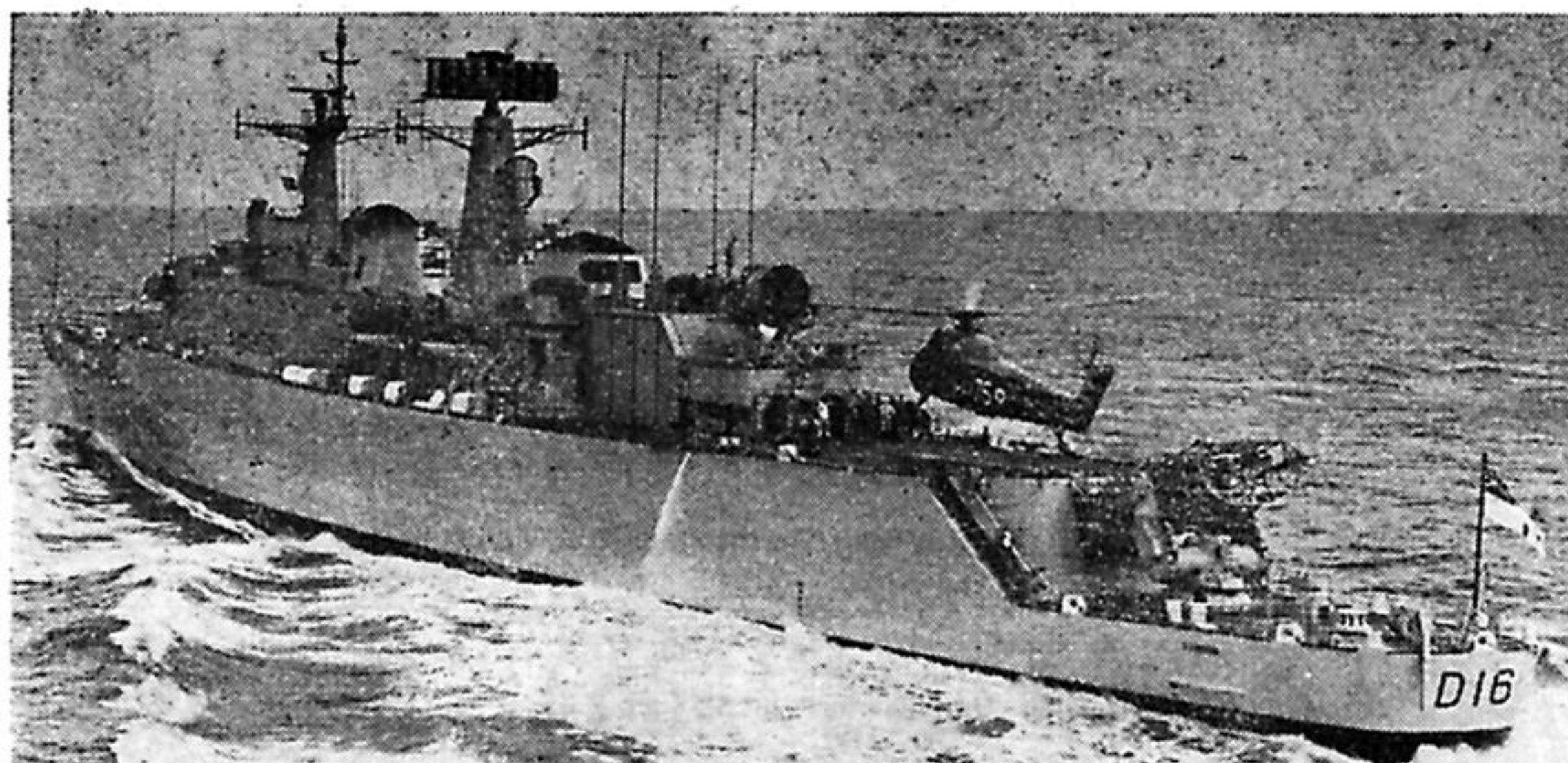
The midship section of the ship had been seriously damaged and the upper deck was almost in a condition of collapse. I had an opportunity to go below while the ship was in Devonport, and was astonished at the terrific heat an oil fire can attain. Metal clamps and butterfly catches and the glass porthole of the air lock room to the boiler room had run like treacle.

The Calliope, which had been manned by a Chatham crew, was paid off and replaced and, within a week, I was once again at sea, appointed as lieutenant to H.M.S. Terror.

(The Calliope lived to give good service, being sold in 1931.—Ed.)

Fire in H.M.S. Hermes

Fire, involving two diesel generators, possibly malicious damage, occurred in H.M.S. Hermes on January 16. The fire was put out after 10 minutes and did not prevent the carrier sailing, as originally arranged, later the same day.



A recent photograph of H.M.S. London, the "County" class guided missile destroyer (6,200 tons, full load). Commanded by Capt. J. C. Bartosik, D.S.C., R.N., London is at present at Portsmouth undergoing machinery and other trials. Commissioned on November 14 last year, the ship commences a General Service Commission of 18 months towards the end of April, on the Home and Far East Stations. Regarded as the finest looking ships the Navy has produced for some time, the "County" class "pack a powerful punch" with the twin launcher aft for Sea Slug ship-to-air guided missiles, two quadruple launchers for Seacat close-range ship-to-air missiles and four 4.5 inch guns in twin turrets forward. Fitted for Westland Wessex aircraft, the first helicopter to be fitted as a complete "hunter killer." It carries dipping asdic and homing torpedoes. The complement of 440 has the most modern equipped messes, galleys and facilities and the complete air-conditioning will ensure a comfortable atmosphere in any climate.

VIDAL TOOK PICTURES 15,000 FEET DOWN

H.M.S. VIDAL, naval surveying ship, returned to Chatham on January 31 with photographs of the ocean floor taken with a camera and associated flash equipment lowered to depths of more than 15,000 feet in the course of new oceanographical investigations in the South Atlantic.

Commanded by Capt. G. S. Ritchie, D.S.C., R.N., the Vidal, with scientists from the Department of Geodesy and Geophysics at Cambridge and the U.S. Navy's Oceanographic Office embarked, has obtained "profiles" of the seabed along four latitudes between West Africa and the West Indies by using a new precision depth recorder.

At 20 selected "stations" along these lines, water samples and temperatures at various depths were obtained, while core samples, many up to nine feet in length, were taken from the bottom of the ocean.

UNDERSEA MOUNTAIN RANGE

The deep-water photographs taken at many of these "stations" show ocean bed structure varying from smooth plains with surfaces furrowed and humped by bottom-living worms to rugged boulder-strewn slopes in the mid-Atlantic ridge, a formidable mountain range beneath the sea.

During her four-month cruise, the Vidal has spent 90 days at sea and 30 days in harbour embarking provisions and fuel. She is to fit new equipment at Chatham before sailing in April for further oceanographical work in the Atlantic.

In Memoriam

William Chaters, Electrical Mechanic First Class, P/055952, H.M.S. Lion. Died December 4, 1963.

David Albert Ockwell, Able Seaman, B/054660, H.M.S. Daring. Died December 14, 1963.

Albert Tuckett, Stores Chief Petty Officer (S), D/MX.876291, H.M.S. Eagle. Died December 18, 1963.

William James Broan, Aircraft Artificer Second Class, L/FX.855686, H.M.S. Ariel. Died December 22, 1963.

William George Hall, Colour Sergeant, R.M., PO/X6360, H.M.S. Victory. Died December 21, 1963.

Donald Frederick Roden, Leading Seaman, P/JX.818362, H.M.S. Excellent. Died December 23, 1963.

Edward Joseph Thomas Henley, Able Seaman, P/JX.883240, H.M.S. Belfast. Died December 27, 1963.

Neville George Barrett, Tactical Operator Second Class, D/SS.944335, H.M.S. President. Died January 6, 1964.

Fred Bailey Gordon Dickson, Petty Officer Electrician, L/FX.834085, H.M.S. Fulmar. Died January 6, 1964.

Instructor Lieut.-Cdr. Peter David Luen Davey, Royal Navy, H.M.S. Ganges. Died January 18, 1964.

Navy Cooks win thirty awards at Hotelympia

NAVAL cooks really made their mark at the International Hotel and Catering Exhibition, "Hotelympia" last month, scoring successes which, a few years ago, would have seemed absolutely impossible for them. In the words of Lieut.-Cdr. G. V. Shepherd, R.N., the senior cookery officer in the Navy: "They swept the board in the Services competitions and won gold medals that had been the pride of international hotels."

The basic training given to cooks at H.M.S. Pembroke, Chatham, the Supply School, and the intensive advanced courses which are held in the Royal Naval School of Cookery in the Naval Barracks, Portsmouth, have fitted the naval cooks to compete with chefs of world renown.

No fewer than 30 awards were gained this year, comprising seven challenge trophies, five gold medals, four silver medals, three bronze medals, one special award, one silver plaque, one bronze plaque, three winners' certificates and five certificates of merit. The best previous year was 1962 when 15 awards were obtained.

The total of 12 challenge trophies and gold medals compares with the Army's total of seven and the R.A.F.'s six.

Commodore P. G. Sharpe (Commodore of the Royal Naval Barracks, Portsmouth), heartily congratulated the naval team upon its return to Portsmouth and said: "The Navy cooks have made tremendous advances within the past five years, and it makes such a difference to the men of the Fleet."

Lieut.-Cdr. E. Whitby, R.N., of the Supply School, at H.M.S. Pembroke, who was a medalist himself in 1956 and who was an international judge at Hotelympia in 1960, 1962, and again this year, says: "It is the best Hotelympia I have seen since we first entered in 1952."

The cooks taking part in this year's exhibition were not confined to officers' cooks—Cooks (S) were worthy

winners. In the Open Class Cold Sweet dishes, the Challenge Trophy and Gold Medal winner was Cook (S) J. V. Edsall, of H.M.S. Pembroke; again, in the Open Class Potato Basket Class, the Challenge Trophy and Special Award winner was Asst. Cook (S) A. Crisp, of H.M.S. Pembroke; and Asst. Cook (S) J. Grant, also of H.M.S. Pembroke, was awarded a Certificate of Merit.

SENIOR OPEN CLASSES
Decorated York ham.—1, P.O. Cook A. Billington (H.M.S. Penelope).
Joint of meat with fine garnish.—3, C.P.O. Cook J. Poulton (S.O.M., Portsmouth).
Two cold sweet dishes.—1, Cook J. V. Edsall (H.M.S. Pembroke).
Decorated boars head.—2, C.P.O. Cook A. Fielding (H.M.S. Pembroke).

JUNIOR OPEN CLASSES
Potato basket.—1, A/Cook A. Crisp (H.M.S. Pembroke); certificate of merit, A/Cook J. Grant (H.M.S. Pembroke).

NAVAL CLASSES
Live competition.—1, C.P.O. Cook T. J. Kirby (H.M.S. Pembroke); 2, C.P.O. Cook D. Haycock (Royal Naval Barracks, Portsmouth); 3, C.P.O. Cook P. A. Pallister (R.N.A.S., Yeovilton Air). Certificate of merit, L/Cook P. Mawson (H.M.S. Raleigh).
Three cold dishes.—1, P.O. Cook D. Pulford (H.M.S. Pembroke); 2, C.P.O. Cook P. Pallister; 3, P.O. Cook A. Billington. Certificate of merit, C.P.O. Cook T. J. Kirby.

JUNIOR NAVAL CLASSES
Live competition.—1, A/Cook G. Munday (H.M.S. Pembroke); 2, A/Cook R. Dor (H.M.S. Pembroke); 3, A/Cook J. Russon (H.M.S. Pembroke).
Three gold dishes.—1, Cook D. Bradbury (H.M.S. Victory); 2, Cook C. Watts (H.M.S. Sultan); 3, A/Cook R. Nichols (H.M.S. Pembroke). Certificates of merit, Cook P. Huber (H.M.S. Bellerophon), Cook T. Kennedy (H.M.S. Maidstone).

W.R.N.S. CLASSES
Mixed grill and savoury.—1, Wren Cook M. V. Hill; 2, Wren Cook L. V. Barraclough.



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"UNITY — LOYALTY — PATRIOTISM — COMRADESHIP"

Derby Shipmates 'adopt' the local Sea Cadet unit BRANCH GETS BELL

THE Mayor of Derby, Councillor Mrs. E. J. Mack, accompanied by the Mayoress, her daughter, Mrs. Brenda Barker, was greeted by a guard of honour and piped aboard the training ship *Malaya* at a ceremony of adoption of the Derby Sea Cadet Corps by the Derby Branch of the Royal Naval Association on January 17. The ceremony was also attended by the Chief Constable of Derby, Mr. F. G. Hume, and by other civic personalities.

Under their commanding officer, Lieut.-Cdr. A. Wright, the 100 or so officers, instructors and cadets on parade brought a touch of naval efficiency, keenness and love of tradition to a town about as far from the coast as it is possible to get in the British Isles.

Before the presentations a service was conducted by the Cadet Corps chaplain, the Rev. T. G. Usher, Vicar of St. Barnabas, Derby.

Cdr. R. C. D. Grimes, chairman of the Sea Cadet Committee, welcomed the Mayor and Mayoress and thanked the Corporation, particularly the Education Committee, for the assistance they had given to the Corps. He related that during the last war the town

had adopted H.M.S. Kenya, but this ship was no longer in commission. During the First World War there had been an H.M.S. Derby, and it was a pity there was no ship of that name in the Royal Navy now. He went on to express his appreciation of the help given by the officers, instructors and the ladies' committee.

The Mayor spoke of the great pleasure the visit had given to her, of how magnificently she had been received and of how amazed and delighted she was at the number of cadets on parade, and the smartness of their bearing.

Cdr. G. Neville Rolfe, chairman of the Derby Branch of the Royal Naval Association and also vice-chairman of the Sea Cadets Committee spoke of

the aims of the Association and stressed its responsibility for the Sea Cadet Corps and asked the Mayor, on behalf of the Association to present the "Scroll of Adoption" to Cdr. Grimes.

BELL FOR BRANCH

Lieut.-Cdr. Wright said he had read in the "Navy News" that the Derby Branch of the Association was seeking a ship's bell. He had been able to find one and said that it gave him very great pleasure, on behalf of the Sea Cadet Corps, to ask the Mayor to present it. The Mayor accordingly presented the bell to Cdr. Rolfe.

The Mayor then handed over a trophy to Lieut.-Cdr. Wright, presented by the branch, to be awarded annually to the most improved cadet of the year. She also presented a bosun's call and chain, given by the branch, to the award-winning cadet of 1963—A.B. John Griffiths.

The evening ended with a "get-together" in the Association's club-room.

Forthcoming events of the Derby Branch of the Royal Naval Association include a film show and social on February 7 and the annual general meeting on February 21, both to be held at the Association's headquarters.



SUDDEN DEATH OF WHITSTABLE'S CHAIRMAN

THE Whitstable Branch of the Royal Naval Association has suffered a severe loss in the sudden death of its chairman, Shipmate Harold Pittock, who collapsed and died when fishing with his sons off Dungeness on January 8. He was cremated at Barham on January 11, members of the branch forming a guard of honour.

Shipmate Pittock joined the Royal Navy in 1934 as an ordinary seaman, leaving as a petty officer (L.T.O.) after hostilities had ceased. Among the ships in which he served were *Arrow*, *Kellett*, *Phoebe* and *Shropshire*.

The Whitstable Branch was formed in 1958 and, apart from the initial period of 18 months, Shipmate Pittock had been chairman continuously.

He made an ideal chairman. He had a keen sense of fun, a gift for repartee and enlivened many a function with his witty speeches. The Association in general, and the Whitstable Branch in particular, loses one of its best friends and keenest supporters, and he will be sorely missed.

In accordance with his family's wishes, no flowers were sent, and donations were sent to the branch instead, and the Whitstable shipmates acknowledged, with gratitude, the tributes and donations received.

FIRE COULD NOT PREVENT RHONDDA FESTIVITIES

"HANDS to fire stations" was the cry just before Christmas at the headquarters club of the Rhondda Branch of the Royal Naval Association. The chairman of the branch, Shipmate Elwyn Israel, was waiting for the arrival of the secretary and the club committee when he heard that a passer-by had reported seeing smoke coming from the club premises.

He dashed to the scene and found two appliances from the Tonypantry Fire station already tackling the job. Apparently the surround of a combustion heater had caught fire. Shipmate Israel said that when he got there the fire was really serious and it was possible that had there been 10 minutes' delay the whole place would have gone up in flames.

The firemen and members of the committee worked with a will and in an hour or so mopping-up operations were completed. Damage amounted to possibly £200, but, although everything was not quite "ship-shape and Bristol fashion," the bar was open for business as usual.

Although it was an unfortunate start to the festive season, the fire did not prevent the various Christmas activities. The children's party was a huge success. The ladies' section was in charge of the catering. Shipmate "Jack" Jones, the oldest member of the branch, was Father Christmas, and he distributed the presents to the younger children.

CASSIUS CLAY THERE

When the ladies' section held its

GROCERIES FOR OLD AGE PENSIONERS AT STROOD

WHEN the shipmates of the Temple Farm (Strood) Branch of the Royal Naval Association decided to give a party for old-age pensioners, they formed a committee to organise the event, and the confidence in that committee was not misplaced. Thanks to a fruit, flower and vegetable show, raffles, tombola, etc., and a donation from the Temple Farm Working Men's Club, over £80 was raised. In thanking the committee, the shipmates also thank all those who helped to organise such a fine show, including Mr. and Mrs. J. A. Crawford, who donated tins of sweets and chocolate.

The party took place at the branch headquarters and 115 old folk were present for the tea, followed by a social evening. On entering, each pensioner was given a free raffle ticket and tombola ticket and half a crown to buy a drink during the course of the evening. Everyone received a prize consisting of cartons of eggs and parcels of grocery, and in addition, 12 parcels of grocery were delivered to old folk who could not attend.

The Mayor and Mayoress of Rochester, Councillor E. Griffin and Mrs. Griffin, together with Mrs. N. Stevens and the branch chaplain, the Rev. M. G. M. Smith, were guests at the party. Councillor Griffin is a member of the branch and, naturally, the shipmates are very proud to have him as Mayor of the city. Mrs. Stevens is the secretary of the Strood branch of Old Age Pensioners and area secretary of the Federation of Old Age Pensioners. The Rev. M. Smith is now Vicar of the village of Burham, Kent. He is an ex-naval rating and became chaplain of the branch when he was curate at St. Nicholas Church, Strood.

FOUR-YEAR-OLD IN ACT

After tea the branch's guests were entertained by a variety group which gave a very excellent performance with its musical version of *Oliver Twist*. Also on the programme was a miming trio of outstanding ability. The trio consists of a member of the branch and his four-year-old son and their partner. Music for singing and dancing later in the evening was provided by the club's resident band.

NEW BRANCH OFF TO GOOD START

FORMALLY inaugurated on December 3 the newly commissioned Barrow-in-Furness Branch of the Royal Naval Association has got off to a good start. It has 38 members already and there are good prospects of very many more.

The secretary of the new branch is Shipmate J. Jefferson, of 3 Maryport Avenue, Barrow-in-Furness. He says that if readers of "Navy News" have any old shipmates in the Barrow area he will be only too pleased to try to make contact for them.

There are a number of "Pompey" men among the members and, to name a few, are ex-Chief Mech. "Fred" Churcher, of Gosport, ex-C.P.O. "Roy" (Dickie) Dawes and ex-C.E.R.A. Cyril Sothcott, both from Portsmouth, who convey greetings to old friends.

NEW OFFICERS AT DORKING

At the recently held annual general meeting of the Dorking Branch of the Royal Naval Association several changes were announced. The chairman, Shipmate A. Searle, after a good term of office, was replaced by Shipmate S. Sutton, a hard-working member of many years' standing.

The new vice-chairman is Shipmate S. Clarke, an ex-Portsmouth stores officer, a good attending member of the branch.

Shipmate L. Jenner remains treasurer. He makes such a good job of this office that no one wants to relieve him. The secretary, Shipmate R. Vincent, moves into his 10th year of office.

The headquarters of the branch are still the Imperial Club, West Street, Dorking, and the branch is looking forward to many social activities this year.

Long Range Darts Competition

THE world-wide correspondence the Whitstable Branch of the Royal Naval Association has undertaken in connection with the proposed long-range darts competition, has resulted in messages of good will being received from various countries.

It also led to an invitation being received from the Soviet Embassy. Shipmate and Mrs. R. Lockerby were privileged to be presented at a cocktail party given by the Naval Attache and Madame Sukhoruchkin to enable guests to say farewell to Capt. I. Sakukin and to meet Cdr. and Madame V. Tkachenko.

On January 31 distinguished guests from London were given a preview of the new competition. The branch played a team composed of members drawn from branches from various parts of Kent. This event created widespread interest and the Whitstable Branch was compelled to limit the numbers from the various branches, and the Whitstable shipmates would like to apologise to all those who were unable to be accommodated.

The Essex branch of the Submarine Old Comrades' Association meets on the first Saturday of each month at its headquarters, King William IV, Chelmsford. Secretary is H. F. Allen, 47 Hillside Grove, Chelmsford.

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We will remember them

Shipmate Walter G. Cooke. Died December 23, 1963. Member of Purley and District Branch.
Shipmate Harold Pittock. Died January 8, 1964. Chairman of Whitstable Branch.

U-BOAT FLAG FOR SUBMARINERS

Aldeburgh presentation

WHEN the president of the Aldeburgh branch of the Royal Naval Association, Capt. H. J. Murphy, R.N., learned that members of the East Anglian Submarine Old Comrades' Association were to be guests at the annual dinner, he recalled that in his sea chest was a German flag, taken from a surrendered submarine at Heligoland in 1918. He had hauled down the flag on taking over the German U-boat when First Lieutenant of a British submarine.

Capt. Murphy thought that no better home could be found for the flag than a branch of the S.O.C. Association and, at the dinner he presented it to Capt. G. Menzies, R.N., branch president, who in accepting the gift on behalf of the Association, said it would be hung in the Association's headquarters and museum at Ipswich.

About 80 members and guests attended the annual dinner and, in keeping with tradition, the president and his guests were 'piped on board.'

Shipmate G. P. Ward, chairman of the Aldeburgh branch, who headed the organising committee, was toastmaster, and the Loyal Toast was proposed by Cdr. R. Poole, R.N. Other toasts were given by Capt. Murphy, Shipmate R. Blake and Shipmate G. Fisher.

Capt. Menzies responded to the toast and the guests and congratulated the Aldeburgh shipmates on their efforts to keep alive the comradeships forged in peace and war and to make the younger generation keen on the sea. The Mayor of Aldeburgh (Mr. E. R. Garrod), who was accompanied by the Town Clerk (Mr. D. J. Owen), thanked the branch for their ready response to any appeals for help in organising events in the town.

After the dinner the pipe "Hands to dance and skylark" was obeyed with obvious enjoyment by everyone.

New chairman for Warwick

ALTHOUGH the Warwick branch of the Royal Naval Association is a small and, sometimes, a struggling one, it possesses the real spirit of comradeship, and this was evident at the Annual General Meeting on January 25, attended by the branch president, Rear-Admiral S. A. Pears, C.B.E., the vice-president, Lieut.-Cdr. W. Simms, and the majority of the members of the branch.

Two new shipmates were enrolled and two presentations were made. The secretary, Shipmate G. Hoare, presented to the branch a large coloured picture of the Queen, and Associate Member A. Williams, host at the branch's headquarters at the Vine, West Street, gave a gavel to help the chairman to keep order.

Certain changes have taken place on the committee. Shipmate R. Steele, an ex-submariner, replaces Shipmate R. H. Smith as chairman. Shipmates were very sorry to see Ramsey Smith give up this office, but know that they will have his support in all their endeavours.

LIVELY DEBATES AT BLACKHALL

THE New Year opened sadly for the Blackhall and Coastal Branch of the Royal Naval Association for it learned of the death of one of its oldest and most esteemed shipmates, 71-year-old Thomas Eadington. His loss will be keenly felt for he was a familiar figure in the clubroom and took a very keen interest in branch affairs. He joined the Royal Navy in 1910 as a Stoker.

At the funeral the coffin, which was covered by the White Ensign, was borne by Shipmates Craggs, Williams, Jones and Shipmate Chairman Harris.

The annual party for the "Bairns" seems to improve every year and this year included in addition to children of branch and club, children in the care of the Peterlee Foster Homes. The fun was fast and furious. Shipmate John Chapman took over the role of Father Christmas in the unavoidable absence of the branch president, Shipmate N. Mills.

There were lively debates at the Annual General Meeting and with more present than for some years, and with contenders for the various offices, there is evidence of a healthy interest in branch affairs.

The fifth annual dinner and dance is to be held on February 22 and the shipmates are confident that it will be another great success.

DEATH OF COVENTRY'S CHAIRMAN

ABOUT 70 old-age pensioners were entertained on January 17 by the Coventry branch of the Royal Naval Association in the club concert room. The guests were parents of branch members and the turkey dinner was thoroughly enjoyed by all of them.

Local artists gave their services and the chief guest of honour was the Deputy City Surveyor. The oldest pensioner was over 80.

The children's Christmas party was held on January 4, about 90 children attending a four-and-a-half hour session. In addition to the afternoon's entertainment, all children received a present and a large packet of sweets.

The Coventry branch has suffered a severe loss in the death of its chairman, Shipmate "Fred" Jephcott, on January 15. He had been associated with the branch since its inception 10 years ago, serving as its treasurer and, for the last three years, as chairman. Shipmate Jephcott leaves a widow and two sons, both of whom were also in the Royal Navy.

At the cremation service on January 21 the chapel was full and 20 to 30 shipmates had to stand. The coffin was borne by three members of the branch together with three members of the Post Office. He took employment with the G.P.O. on leaving the Service in 1945.

DESTROYER SERVICE

Shipmate Jephcott served in the Navy for 28 years, seeing service in destroyers during the First World War, being involved in most of the major sea battles. Leaving the Service in the '30's, he was recalled when the Second World War broke out.

He left the Navy as a Chief Petty Officer, Torpedo Coxswain.

It was the wish of Shipmate Jephcott that his ashes should be scattered in the Solent.

New headquarters for Pembroke Dock

THE Pembroke Dock Branch of the Royal Naval Association now has new headquarters, the Market Tavern. Capt. and Mrs. Woolnough, host and hostess at the old headquarters, the White Hart, have moved to new premises which do not have the required facilities for parties. Shipmates at Pembroke Dock extend their best wishes to Capt. and Mrs. Woolnough and thank them for their kindnesses to the branch in the past.

The new host and hostess are Mr. and Mrs. Whicher, and they kept everyone happy in the new quarters when the branch held its Christmas party on December 28. The principal guest at the party was the Resident Naval Officer of the Dockyard, Cdr. R. H. Weedon, who was accompanied by Mrs. Weedon.

An excellent supper was provided, served by the ladies, Mrs. Ivy James, official pianist to the branch, together with Mr. A. Dewhurst on the drums and Mr. A. le-Britton on the guitar, helped considerably to make the evening a pleasant one. Mr. T. Moran delighted the audience with his singing and Mrs. James gave a composition and sketch of her own called "Pembroke Fair." Songs, old and new, made the evening "go" with a real swing, and the members are asking when the next show is to be.

R.N.A. WANTAGE

Shipmate J. N. Thwaite, 44 Foliat Drive, Wantage, was elected secretary of the Wantage Branch of the Royal Naval Association at the recent annual general meeting. Shipmate Capt. H. A. King, C.B.E., D.S.O., R.N., was re-elected chairman, and Shipmate E. King was re-elected as vice-chairman. Shipmates H. J. Anns, T. Barnett and W. Wynd were elected committee members.

Junks used roads in Hankow floods

SEDAN-CHAIR DUTY AT CHUNGKING

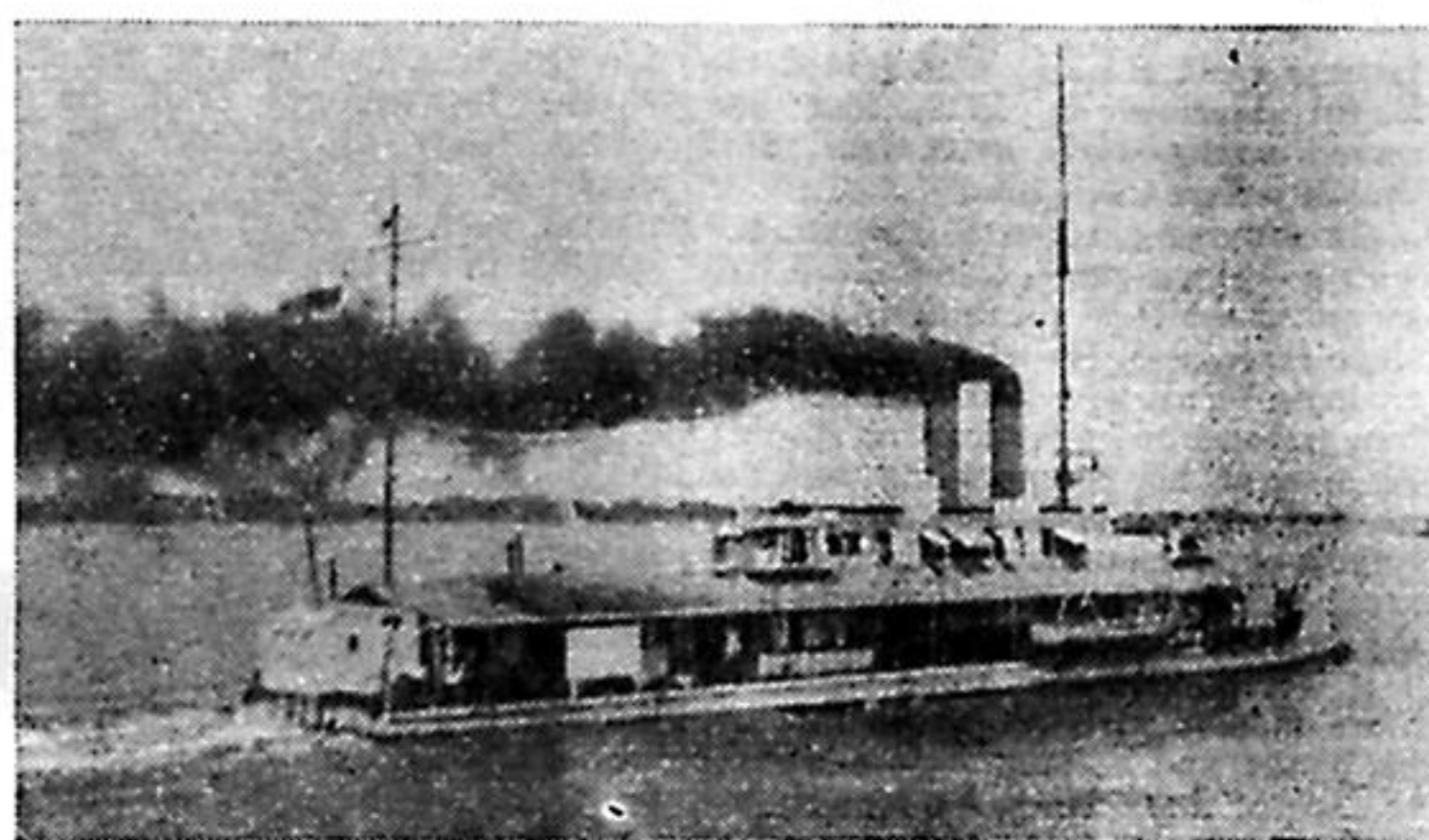
(By W. E. GUNNS)

THE item "An Old China Hand Looks Back," by E. E. Harrow, in the December issue of "Navy News" brought back memories of the five years which I spent on the Yangtse: three years in H.M.S. Gnat and two years in H.M.S. Peterel.

I first joined the Gnat on May 15, 1929, after a very uncomfortable trip in the coal-burning cruiser, H.M.S. Dartmouth, from Portsmouth to Hong Kong, there transferring to the cruiser, H.M.S. Carysfort, for passage to the Yangtse.

On arrival at Wuhu, the Gnat came alongside and I saw the ship in which I was to serve for the next three years. The new ratings soon settled down and, casting off from Carysfort, we made our way up river to relieve other boats which were to go to Wuhu to change half the crews brought out by Carysfort.

The Gnat's duties were confined to the lower and middle rivers, and the Siangtan, but not the upper river, I was very surprised to find how wide the river was, in places over a mile, but when we got off the lower river on to the middle river, it began to get narrower.



The gunboat H.M.S. Teal, paying-off pennant flying, leaving Wuhu about 1930

I wonder how many old China hands remember the two old coal-burning gunboats, the Widgeon and Teal? A picture of the Teal proudly flying her paying-off pennant after a long and distinguished commission as she left Wuhu for Shanghai accompanies this article. I think it was taken in 1930.

YANGTSE FLOODS

In 1931 the Yangtse had one of the worst floods ever known. Hankow was under several feet of water and to get to the canteen, which was part of the Hong Kong and Shanghai Bank, we took a sampam up to the window, the doorway being bagged up. Junks were going up the side roads to the warehouses to unload, much to the delight of the Chinese coolies, who didn't have to carry the bales of cotton so far.

The floods upset the cricket fixtures between the ships when they met at different ports, but when the floods subsided it was time to begin the football fixtures. The Gnat, having won the Goffe Cup the previous season, was out to retain it, and I am glad to say we held it for three years.

Quite a lot happened in between times. I remember being called out on several occasions in the middle of the night to go to the assistance of steamers being attacked by disbanded troops who were roaming the country at that time. I remember, too, a trip to the Purple Mountains when we visited Nanking, to visit the tomb of Sun Yat Sen—a place worth visiting. Then there were the usual sing-songs at the canteens, especially when an invitation had been given to the American gunboats in port, who, in return, asked us to their movies.

BACK TO THE RIVER

My three years ended on May 19, 1932, when I joined the Canterbury to return home, but 12 months later I was back on the Yangtse again, this time joining H.M.S. Peterel. What a difference from the "Insect" boats! The seamen's mess decks were over the engine room and the "Bird" class looked more like houseboats with a second deck.

E. E. Harrow remarked in his article that the upper river was limited to "Bird" class boats. I was in the anchorage at Lun Men Hao on board Peterel when the Bee moored astern. I believe the Cockchafer and Cricket were upper river boats, being fitted with "spar mooring" equipment. It was one

LINCOLN APPEAL

ITEMS of naval interest are common in the various churches at naval and other ports, but it is rare to find a chapel specially dedicated to seamen. One such chapel is the Seamen's Chapel of St. Andrew in Lincoln Cathedral—some 40 miles or so from the coast.

On the wall behind the altar, which has a frontal decorated with fish, is a figure of St. Andrew with his net. The grilles behind the altar bear the arms of four famous Lincolnshire sailors—the first Earl of Lincoln, Admiral Sir William Monson, Capt. John Smith and Admiral Sir George Ascough.

The badges of H.M. Ships Lincoln, Grimsby, Boston, Franklin and Royal Arthur are carved on the kneeling benches at the altar, the rails of which have a motif of waves and knots.

In 1960 the commanding officer, officers and men of the present H.M.S. Lincoln visited Lincoln and its cathedral. A special seamen's service is being planned for late May or early June this year.

The cathedral is appealing for funds which are urgently needed to avert a major disaster to the cathedral roof, which is badly affected by the ravages of the death-watch beetle and service men, particularly those from Lincolnshire are asked to support the appeal. Contributions should be sent to The Dean, The Deanery, Lincoln Cathedral, Lincoln.

(Continued from column 4)

Chungking there was a large sandbank which was used as a race-course, but when it was covered with water, entertainment for the white community was of another type—cockroach racing, which at times became very exciting. For Jolly Jack there were always the ponies for hire outside the canteen.

I must thank E. E. Harrow for bringing back the past to me. When he went to the River in Calcutta, I had to say good-bye to the Yangtse Kiang after spending what was the happiest time of my Service career. I returned home to find myself in another small and unusual ship, the Kate Lewis, but that is another story.

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Head of instructor branch presented the prizes

CONDITIONS when the new term commenced on January 4 in H.M.S. Condor were in striking contrast to those prevailing last year. Those returning from leave found the weather mild, though wet.

The Autumn Term ended on December 17 when the passing-out parade and prize-giving ceremonies were held. The inspecting officer, who afterwards presented the prizes, was Instructor Rear-Admiral C. R. Darlington, Director of the Naval Education Service and Head of the Instructor Branch.

Admiral Darlington expressed his satisfaction with the attitude and spirit of those under training and with the efforts being made by the training staff. Before leaving the establishment he was presented with a set of book ends as a memento of his visit.

Situated as it is on the south Angus coast, those in H.M.S. Condor are extremely fortunate to have a very wide range of sport available to them.

Apart from all the usual indoor and outdoor recreations, there are gliding, climbing, shooting and fishing for all who wish to take part. During the

Admiral of the Fleet Sir Caspar John is to be a member of the permanent security commission to be set up by the Government.

The West Wales Area darts championship finals, sponsored by the *News of the World*, will take place in the Petty Officers' Mess at Brawdy on February 17.

past term some of the ship's company were invited to shoot deer, which they did with some success.

DETENTION SERVICE LOSES RESPECTED INSTRUCTOR

KNOWN throughout the Service as "Tiny," Colour-Sgt. William George Hall, B.E.M., who joined the Royal Marines in 1925, and had served continuously ever since, died shortly before Christmas.

An imposing figure, 6 ft. 4 in. tall with a 48-inch chest, C./Sgt. Hall had served at the R.N. Detention Quarters since July, 1945. He was a magnificent example to all who had dealings with him and inspired affection and respect. As well as his commanding presence he had shrewd judgment and a very human understanding and, with his great experience, was well able to help the men in his charge.

It is estimated that some 15,000 or more men must have passed through his hands, and he took a close interest in each of them. He had a remarkable memory, a great sense of humour and was devoted to his duty. He refused to take any leave. Every day throughout the year, including Sundays and public holidays, found him at his post, and it was typical of him that he reported for duty as usual on the very morning of his death.

In 1951 he was awarded the British Empire Medal for his loyalty and exceptional devotion to duty.

Rear-Admiral Darlington inspects the passing-out apprentices. Cdr. G. Lewis-Jones, R.N., the executive officer, is on the extreme left of the picture and in front of him is Capt. K. R. Hickson, A.F.C. and Bar, F.R.A.S., R.N., the commanding officer of H.M.S. Condor

Despite the length of time which C./Sgt. Hall had spent in the Detention Quarters, in which he was Chief of the Instructional Staff, he was always ready to consider the new ideas of successive commanding officers, each of whom found him invaluable in running the establishment.



The late Colour-Sgt. W. G. Hall, B.E.M.

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NEPTUNE'S SCRAPBOOK



Rear-Admiral H. C. Lyddon, O.B.E., has been appointed Chief Officer Naval Supply and Secretariat Officer in succession to Vice-Admiral Sir Norman Denning, K.B.E., C.B., the appointment taking effect on January 24. Rear-Admiral Lyddon will continue to hold his present appointment as Rear-Admiral (Personnel), Naval Air Command, in addition to the new appointment.

Capt. D. J. Tucker, V.R.D., R.N.R., has been appointed an Aide-de-Camp to the Queen with effect from January 1, 1964, in succession to Capt. A. Letty, D.S.O., D.S.C., R.D. and Clasp, R.N.R. Capt. Tucker has been commanding officer of H.M.S. Wessex, the Solent Division of the Royal Naval Reserve, since April, 1962.

Admiral Sir Wilfred Woods, G.B.E., K.C.B., D.S.O., Commander-in-Chief, Portsmouth, will preside at the Annual General Meeting of the W.R.N.S. Benevolent Trust, Portsmouth Command, to be held in the Duchess of Kent Barracks, Southsea, on February 26. All W.R.N.S. personnel, past and present, are welcome. Dame Jocelyn Woolcombe, D.B.E., who was Director W.R.N.S. from 1946 to 1950 will be the guest speaker.

The Portsmouth Local Committee of the Royal Naval Benevolent Trust dealt with 1,322 applications for assistance during the quarter ended December 31, 1963. The sum of £11,762 was disbursed to a total of 1,058 applicants. The number of serving men helped was 114, the remaining applicants being ex-serving men (468), invalided and disabled men (44), widows (111), other dependants (43), annuitants (266) and Minor Trust Beneficiaries (12).

Rear-Admiral Sir John Walsham, Bt., C.B., O.B.E., is to be placed on the Retired List to date February 11, 1964.

Rear-Admiral J. A. Levers, C.B., O.B.E., is to be placed on the Retired List to date February 17, 1964.

Rear-Admiral J. Howson, C.B., D.S.C., is to be placed on the Retired List to date March 20, 1964.

Vice-Admiral G. D. A. Gregory, C.B., D.S.O., is to be Flag Officer, Scotland and Northern Ireland in succession to Vice-Admiral A. R. Hezlet, K.B.E., C.B., D.S.O., D.S.C., the appointment to take effect in June, 1964. Admiral Gregory has been Admiral Superintendent, H.M. Dockyard, Devonport, since September, 1960, a post which he relinquishes in April.

NEW NAVAL A.D.Cs.

The following officers have been appointed Naval Aides-de-Camp to the Queen from January 7, 1964, in succession to the officers stated:

Capt. I. M. Cleeg, R.N. in succession to Capt. S. R. de H. Lombard-Hobson, C.V.O., O.B.E., R.N.
Capt. E. M. Usherwood, D.S.C., R.N. in succession to Capt. J. S. Shiffner, R.N.
Capt. C. D. Madden, M.V.O., D.S.C., R.N., in succession to Capt. W. J. Parker, O.B.E., D.S.C., R.N.
Capt. B. J. Anderson, C.B.E., R.N. in succession to Capt. H. R. B. Janvyn, D.S.C., R.N.
Capt. I. L. M. McGeech, D.S.O., D.S.C., R.N. in succession to Capt. S. Grattan-Cooper, O.B.E., R.N.
Capt. D. K. Buchanan-Dunlop, D.S.C., R.N. in succession to Capt. B. Penzance, D.S.C., R.N.
Capt. J. W. H. Bennett, D.S.C., R.N. in succession to Commodore T. E. Barlow, D.S.C., R.N.
Capt. T. W. Best, R.N. in succession to Capt. D. Vincent-Jones, D.S.C., R.N.
Capt. T. G. B. Pearce, R.N. in succession to Capt. H. R. B. Newton, D.S.C., R.N.
Capt. A. J. Cannon, R.N. in succession to Capt. A. J. Cawthra, R.N.
Capt. H. L. Cryer, M.V.O., R.N. in succession to Capt. F. V. Harrison, R.N.

DRAFTING FORECAST (cont'd)

(Continued from page 2, column 5)

H.M.S. Blackpool (A/S. Frigate), July, at Chatham for trials. General Service Commission, November. Home/East of Suez/Home/Med. 28th Escort Squadron. U.K. Base Port, Rosyth.

H.M.S. Ursa (A/S. Frigate), July 21, at Devonport. General Service Commission (Phased). Home/W. Indies/8th Frigate Squadron. U.K. Base Port, Devonport.

H.M.S. Devonshire (G.M. Destroyer), August 20, at Portsmouth. General Service Commission (Phased). Home/East of Suez/Home/East of Suez. U.K. Base Port, Portsmouth.

H.M.S. Nubian (G.P. Frigate), August 20. General Service Commission (Phased). Home/Middle East. 9th Frigate Squadron. U.K. Base Port, Portsmouth (B).

H.M.S. Jaguar (A.A. Frigate), September 8, at Chatham. General Service Commission (Phased). Home/S.A. & S.A./Home/S.A. & S.A. 7th Frigate Squadron. U.K. Base Port, Portsmouth (C).

H.M.S. Tartar (G.P. Frigate), September 8, at Devonport. General Service Commission (Phased). Home/W. Indies/Home/W. Indies. 8th Frigate Squadron. U.K. Base Port, Devonport.

H.M.S. Meon (L.S.H.), September 11, at Bahrain. Foreign Service, Middle East. Amphibious Warfare Squadron (B).

H.M.S. Appleton (C.M.S.), end September, at Bahrain. Foreign Service, Middle East. 9th M/S Squadron (E).

H.M.S. Chilcompton (C.M.S.), October, at Bahrain. Foreign Service, Middle East. 9th M/S Squadron (E).

H.M.S. Parapet (L.C.T.), October 16, at Bahrain. Foreign Service Middle East. Amphibious Warfare Squadron (F).

H.M.S. Kemerton (C.M.S.), end October, at Bahrain. Foreign Service, Middle East. 9th M/S Squadron (E).

H.M.S. Hubberton (C.M.S.), October, at Chatham. Local Foreign Service. 6th M/S Squadron (E).

H.M.S. Eskimo (G.P. Frigate), October, at Portsmouth. General Service Commission (Phased). Home/Middle East. 9th Frigate Squadron. U.K. Base Port, Portsmouth (B).

H.M.S. Londonderry (A/S. Frigate), November, at Portsmouth. General Service Commission (Phased). Home/East of Suez/Home/Med. 28th Escort Squadron. U.K. Base Port, Portsmouth.

H.M.S. Cavendish (Destroyer), November. General Service Commission (Phased). Home/East of Suez/Home/Med. 28th Escort Squadron. U.K. Base Port, Rosyth. (Tentative date.)

Home/East of Suez/Home/Med. (Phased). 28th Escort Squadron. U.K. Base Port, Rosyth.

H.M.S. Palliser (A/S. Frigate), November, at Rosyth for trials (tentative date). Home Sea Service, January, 1965 (tentative date). Fishery Protection Squadron. U.K. Base Port, Rosyth.

H.M.S. Sheraton (C.M.S.), November, at Portsmouth (tentative date). Local Foreign Service. 6th M/S Squadron (E).

H.M.S. Gurkha (G.P. Frigate), December, at Rosyth. General Service Commission (Phased). Home/Middle East. 9th Frigate Squadron. U.K. Base Port, Rosyth (B).

H.M.S. Caprice (Destroyer), December 3, at Rosyth for trials. General Service Commission, February 19, 1965. Home/East of Suez/Home/Med. 28th Escort Squadron. U.K. Base Port, Devonport.

H.M.S. Triumph (Repair Ship), December 31, at Portsmouth. Commissions. Type of Service—under consideration. Far East.

H.M.S. Hampshire (G.M. Destroyer), January, 1965, at Portsmouth. General Service Commission (Phased). Home/East of Suez/Home East of Suez. U.K. Base Port, Portsmouth.

H.M.S. Rhyll (A/S. Frigate), January, at Portsmouth. General Service Commission (Phased). Home/Med./Home/East of Suez. Capt. (D) 23rd Escort Squadron. U.K. Base Port, Portsmouth (A).

H.M.S. Lowestoft (A/S. Frigate), January, at Chatham. General Service Commission (Phased). Home/Med./Home/East of Suez. 23rd Escort Squadron. U.K. Base Port, Portsmouth (C). (A).

H.M.S. Diamond (Destroyer), January, at Chatham. General Service Commission (Phased). Home/Med./Home/East of Suez. Div. Ldr., 23rd Escort Squadron. U.K. Base Port, Portsmouth (C). (A).

H.M.S. Salisbury (A/D. Frigate), January, at Devonport. General Service Commission (Phased). Home/Med./Home East of Suez. 23rd Escort Squadron. U.K. Base Port, Devonport (A).

H.M.S. Barrosa (A/D. Conversion), January, at Singapore. For Foreign Service (Phased). Far East. 24th Escort Squadron (A).

H.M.S. Palliser (A/S. Frigate), January at Rosyth, for Home Sea Service. Fishery Protection Squadron. U.K. Base Port, Rosyth. (Tentative date.)

Full programme for the Cyclists

THE Royal Navy Cycling Association has planned a full programme of events for 1964 with the object of retaining the 50-mile Inter-Services Time Trial Championship, and improving their placings in the other three events of the series.

Last season's champions should all be at the top of their form under the guidance of the racing secretary, S.B.P.O. (M) "Tony" Fowler, of R.N. Hospital, Plymouth, who is also the holder of the short-distance title, P.O.P.T.I. "Reg" Beck, of R.N. School of Physical Training at Portsmouth, should soon regain the form that made him unbeatable in the early part of last season before a spell at the Royal Tournament upset his training schedule. L.S.A.(S) Owen Bryce may not be available all season, as he is on board H.M.S. Eagle, but his aim is to do

enough before sailing to establish his claim to the long-distance title. Here, however, he will find the challenge of R.Mech.(A) Eric Wooley rather more powerful than last season, and of course Eric will be out to show that his claim to the massed-start title is not a false one.

A lot is expected from Cpl. John Pearce, R.M., now at Plymouth after a spell out East. Before going foreign in 1961, he claimed both the 10-mile and the 12-hour time trial records. E.R.A. "Dave" Warner is on the Royal Yacht and hopes to make good use of his port time when she returns in early summer. "Dave" is, of course, a very experienced track rider, and it is planned to use his skill to improve the showing of the Navy riders at a side of the sport in which they have never done very well in recent years.

In addition to the Inter-Services Championships, all of which the R.N.C.A. is organising except the shortest—the hill climb—the Association is running time races at all the recognised distances. All the events are in the Portsmouth area except the 25-mile event which is being held in Devon, using a Royal Air Force station as a headquarters.

ROSY PROSPECTS

Whilst the riders' prospects look rosy for the coming year, the work of running the Association now falls upon the secretary of the Portsmouth Command R.N.C.C., P.O.Wtr. "Tony" Beddow, H.M.S. Victory, on the drafting to Malta of previous assistant secretary, S.C.P.O.(S) J. H. Clarke.

Either the racing or the assistant secretary will only be too pleased to hear from any Navy rider who seeks help to improve his racing ability—or just to enquire about cycling in general.

ALBIONS MARCH ON

THE Albion 1st XI football team started the new season well with a long-awaited return match against 42 Commando. Last May the Commando beat H.M.S. Albion by four goals to two, but the return match resulted in a win for the commando ship, 4-2, Hinds scoring three goals.

Eight Albion players represented the Navy against the Royal Marines in the Trafalgar Cup and against the Royal Air Force. The Navy won both matches handsomely, Albion men scoring five of the six goals against the Royals (6-1) and six of the eight goals against the R.A.F. (8-1). In both games Hinds scored his hat-trick.

Spectators almost had heart-failure when Albion played H.M.S. Hartland Point. The Albion nearly lost, and this would have meant the loss of the Berthon Cup. At one stage the "Point" was 5-2 up with the Albion almost in retreat. However, a sizzler by Buck from 40 yards brought the badly needed morale booster. With this, the side settled down and cleared the deficit to finish 5-5.

DRYAD TEAMS WIN CROSS-COUNTRY RUN

IN glorious sunshine, 84 Boy Cadets from establishments in the Portsmouth Command—Collingwood, Dolphin, Dryad, Excellent, Vernon, Victory and Royal Marines, Eastney—lined up on the starting line at H.M.S. Dryad for the annual cross-country championships on January 25.

Twelve runners from each of the seven corps participated and, as usual, competition was keen. The conditions this year were ideal, slightly muddy underfoot and with a bit of a nip in the air—very different from the conditions a year ago when snow was thick on the ground.

The course of just over one mile was completed by all the 48 starters. Both the senior and junior team events were won by cadets of H.M.S. Dryad, Victory cadets being runners-up in the senior team event and Vernon cadets in the junior team event.

The Executive Officer of H.M.S. Dryad, Cdr. F. L. Eddy, R.N., presented the trophies to the winners.

Individual results were:—Senior: 1, Cadet Evans (Dolphin), 9 min. 17 sec.; 2, Cadet Hill (Dryad), 9 min. 25 sec.; 3, Cadet Fairweather (Dryad), 9 min. 35 sec. Junior: 1, Cadet Hibberd (Collingwood), 9 min. 55 sec.; 2, Cadet Ings (Collingwood), 9 min. 56 sec.; 3, Cadet Carter (Vernon), 10 min.

Rear-Admiral C. K. T. Wheen took up his appointment at H.M.S. Sultan on February 3 as Flag Officer, Admiralty Interview Board. He succeeds Rear-Admiral M. A. McMullen, who is retiring.

The French submarines Morse and Marsouin visited Portsmouth between January 30 and February 1.

Sea Cadets to crew Royal Racing Yacht

THE Royal ocean-going yacht Bloodhound has been entered in the Tall Ships Race in May by the Sea Cadet Corps, whose members will crew her under Lieut.-Cdr. J. M. A. Fairbank, R.N., the Queen's

Sailing Master. Bloodhound has been loaned for this international sail training race by the Queen and the Duke of Edinburgh, who is Admiral of the Corps.

The crew of five or six will be selected from the following 10 "possibles" after week-end trials in the Portsmouth area in April: P.O.Inst. Geoffrey Dorrie (20), Kingston-on-Thames Unit; Inst. Cdr. Geoffrey Gambol (19), Kingsbury and Kenton, Alan Winch (19), Barnet, Michael Bagley (19), Chingford, Colin Warnett (18), Lewisham, David Joy (18), Edmonton, and Ian Woodward (19), Pinner; Cdt. P.Os. Philip Fryer (17), and Alan Salter (17), Potters Bar; and Raymond Allen (17), Stoke Newington.

All the 10 "possibles" have in the past sailed in Viscount Amory Rona and Ailanthus in connection with the London Sailing Project.

The race will start from Plymouth on May 24 and the first leg will finish at Lisbon five or six days later. Then there will be several days of pulling and sailing races among the many nations taking part. The second leg, from Lisbon to Bermuda, will start on June 5, but owing to other commitments Bloodhound will not take part in this section but will return to the United Kingdom.

The cost to each of the British cadets, who will be away for about a month, will be £20.

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Rugby—'It's a way of life' and 'Part of the game'

'Lions' lose all matches but have a lot of fun

(BY OUR H.M.S. LION REPRESENTATIVE)

TOWARDS the end of September a party consisting of eight officers, eight senior ratings and eight junior ratings set off from Singapore Naval Base by road in six hired cars on a rugby tour of Malaya. The first game was played at Seremban against the 17th Gurkha Division. After a journey of some 150 miles through rubber estates and tiny Malayan villages, stops being made for refreshments, lunch and tyre-changing, the Lion "concord d'elegance" of six Nee Soon cars reached its destination, the whistle blew and the match was under way. A good open game was played in which the better stamina and fitness of the infantry showed, and a keen struggle saw the Army side victors by 11-0. However, Jack was not disgraced, as the evening encounter produced a good Lion roar and the match in the Army club house was considered all square; modified renderings of "Bye, Bye, Blackburn" and "The Vicar in the Dockyard Church" being top-of-the-evening pops—it's all part of the game really.

Morning came with the Navy in their Army surroundings up and about by 1000 hrs. (!) save for the skipper, who was still having trouble with his steak pie of the previous evening, and the manager, who was still trying to remember to which native boy he had bequeathed the security of his umbrella! Six chauffeurs duly ran up their engines and crews appeared as if by magic. Boots were found and packed, with steak pies, vaseline, bag lunches from the previous day, and off we went to Klang via Kuala Lumpur for the next game that evening. All cars reached their destination, which says much for the maintenance capabilities of the Nee Soon garage. A splendid seven-course lunch was had en route at the Station Hotel in Kuala Lumpur which was voted on a par with the best that Aggie Weston and the Black Cat offer.

SHIRTS WASHED FOR OTHERS

The club at Klang opened their doors to us, also their bar, restaurant and ladies' loo, where the manager, hon. treasurer and captain of the team prepared their camp beds for a splendid two-day stay. The remainder of the team found room in the spacious upper hall—some found a corner on the stage whilst other braves slept out on the veranda. The band-

stand on the Embankment had nothing on the comfort provided for no greater charge than the Upper Hall at Klang. The committee, in the quiet of their hallowed loo, selected the team and the manager found time to dhokey a couple of shirts in preparation for the evening's activities for which, of course, he was borne. All in vain—for he found that others were wearing them in the evening.

The Klang game was a splendid fixture and, but for an All Black trialist who poached two tries for Klang, we would surely have won instead of going down 14-6. Cook Nelson, our wing three-quarter, converted from a soccer player, stirred the hearts and chairs of the lady spectators with some dashing runs down the wing, and "Doc" achieved fame in the evening by injecting a nineteenth Tiger beer into the Kiwi forward who, before collapsing for the night, was heard to remark: "I told you these Limeys couldn't hold their liquor."

'RAINED OFF'

And so to our campbeds in the Upper Hall, where all slept soundly lulled by the fans, only to be awakened by the noise of the faithful ones chanting to Allah from the mosque close by. That morning a tactful



Some of H.M.S. Lion's rugby touring team which, although it had little success on the field of play, more than held its own in "after-match activities"

tactical discussion was held (in the shade) to explain why two games had been lost and the plan of campaign for the next. It was a fine scene—24 rugby players sitting in the shade of the Klang Club with the Sultan of Selangor's palace and private golf course in the background. It was a good day for sight-seeing too, Klang being but 20 miles from Kuala Lumpur, where we were to play our next game that evening. The Selangor Club in the heart of Kuala Lumpur must be one of the finest grounds in the world—it certainly has the finest setting your writer has seen. But unfortunately the rains came, the pitch was flooded, and the game was played in bare feet until the referee lost his whistle in the deep end and not even "Clubs" was prepared to dive for it. The evening activities were formidable and the steak-pie supper massive. The premises of the "Dog," as the Selangor Club is known, were guarded by two tired Lions who made their beds behind the bar until roused by cleaners in the morning.

And so to Sunday and our final game at Malacca. We left Klang Club with many regrets, for we had been splendidly looked after. Having said good-bye to our friends there, we headed south for the sleepy old town of Malacca, stopping en route at Port Dickson for a training and drying-out session on the beach. We drove into Malacca, a town which still has visible signs of Dutch and Portuguese occupation, and prepared for the game

First rain for four months did not spoil the football

IN a curtain-raiser for the Hong Kong versus Israel match at the Hong Kong Stadium on January 3, the Albion 1st XI football team acquitted themselves well in a 1-1 draw against the Hong Kong Youth Select XI. The pouring rain failed to be a dampener but provided added enjoyment to the vast crowd. Not only was it good football but the rain was the first appreciable fall for four months and was more than the expected rainfall for the whole month. With water-rationing still four hours every fourth day, the New Year was starting well.

(Continued from column 3)

A few days later the Albion Veterans, playing the Hong Kong Veterans in front of a 6,000 crowd, provided the curtain-raiser to a charity match between two representative XIs of the Hong Kong Select. The Albion Veterans commenced the game like men inspired and brought the crowd to their feet with an almost Hampden roar when, within 10 minutes of play, the ship's gunnery officer slammed one into (almost through) the net. Somehow this lead was not maintained! Although the Hong Kong Veterans emerged superior by four goals to two, neither the spectators, nor the Veterans, will forget the match all that quickly.

The Albion 1st XI gained a clear win in their first Service match of the New Year by beating the 1st Bn. The South Wales Borderers 8-0.

Vice-Admiral R. M. Smeeton, K.C.B., assumed the appointment of Flag Officer Naval Air Command on January 24.

The Flag Officer, Naval Air Command, Vice-Admiral Sir John Hamilton, who has been appointed Commander-in-Chief, Mediterranean, was ceremoniously towed out of H.M.S. Ariel, Lee-on-Solent, on January 17.

The "Lion" Rugby Touring Team: Lieut.-Cdr. "Mike" Reding, R.M. "Scouse" Corden, Supt. Art. "Chippy" Taylor, E.R.A. "Bunny" Warren, E.R.A. "Buck" Taylor, P.O. El. "Adam" Adamson, E.R.A. "Jan" Old, Lieut. "Ricky" Rolls, S./Lieut. Kieth Harnden, Surg.-Lieut. Chris Hollins, Surg.-Lieut. David Giles, P.O. "Clubs" Mellgren, Mid. John Osborne, Mid. Pat Johnstone, Lieut. Brian Goodson, A.B. "Whiskey" Walker, R.E.M. "Van" Dyke, L.S.B.A. "Doc" Marriott, E.R.A. "Scran" Collyer, R.E.M. "Sess" Poole, L.Wtr. "Scribes" Anderson, R.O.I. "Joe" Hunt, C.Y. "Kerry" Kerrison, Cook (S) "Storm" Nelson.

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